

605983

ACCOUNTS AND PAPERS:

THIRTY-NINE VOLUMES.

—(25.)—

RAILWAYS (GENERALLY).

ACCIDENTS, TRAFFIC, &c. (GENERAL RETURN);
ACCIDENTS (INSPECTING OFFICERS' REPORTS).

CAPITAL AND LOANS; RAILWAY AND DOCK BILLS;
RAILWAYS (IRELAND).

Session

1 February — 10 August 1866.

VOL. LXIII.

1866.

ACCOUNTS AND PAPERS:

1866.

THIRTY-NINE VOLUMES:—CONTENTS OF THE TWENTY-FIFTH VOLUME.

N.B.—*THE* Figures at the beginning of the line, correspond with the N° at the foot of each Paper; and the Figures at the end of the line, refer to the MS. Paging of the Volumes arranged for The House of Commons.

RAILWAYS:

Accidents; Traffic; Working Expenditure and Rolling Stock;
Capital, &c.:

- ✓ 483. Return by the Board of Trade of the Number and Nature of the Accidents and Injuries to Life and Limb in *England* and *Wales*, *Scotland* and *Ireland*, &c.:—Returns by the several Railway Companies and other Proprietors of Railways in *England* and *Wales*, *Scotland* and *Ireland*, showing Traffic in Passengers and Goods:—Also, Working Expenditure and Rolling Stock:—Also, Authorised Share and Loan Capital, and Sums received in respect of Ordinary Capital and Preferential Capital, and Debenture Stock and Funded Debt, &c.:—Also, Amalgamation and Working Arrangements, and Sale or Lease of Railway Undertakings, to 31st December 1864 (in continuation of Parl. Paper, No. 456, of Session 1865) - p. 1

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- ✓ [3609.] Reports of the Inspecting Officers of the Railway Department to the Lords of the Committee of Privy Council for Trade upon certain Accidents which have occurred on Railways during the Months of May, June, July, August, September, October, November, and December 1865. (Part VI.) - - - - - 115
- ✓ [3633.] Reports of the Inspecting Officers of the Railway Department to the Lords of the Committee of Privy Council for Trade upon certain Accidents which have occurred on Railways during the Month of December 1865. (Part VII.) - - - - - 197
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RAILWAYS.

RETURN to an Order of the Honourable The House of Commons, dated 12 February 1866;

“THAT there be laid before this House (in continuation of Parliamentary Paper, No. 456, of Session 1865):

I.

“RETURN by the BOARD of TRADE of the Number and Nature of the ACCIDENTS and INJURIES to LIFE and LIMB which have been reported to the Board of Trade as having occurred on all the Railways open for Traffic in *England and Wales, Scotland, and Ireland* respectively, during the Year ended the 31st December 1865:”

II.

“RETURNS by the several RAILWAY COMPANIES and other PROPRIETORS of RAILWAYS in *England and Wales, Scotland, and Ireland*, showing the TRAFFIC upon their respective Railways, in Passengers and Goods, during the Year ended 31st December 1865, and setting forth the several Particulars mentioned in the annexed Form, viz.:

Length of Line Open on 31st December 1865.			PASSENGER TRAFFIC.							GOODS TRAFFIC.							NUMBER OF TRAINS RUN.			
Double.	Single.	TOTAL.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.	Passenger Trains.	Goods Trains.	TOTAL.
			1st Class.	2d Class.	3d Class, including Parliamentary.	TOTAL PASSENGERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.				
M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.			
NO. OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.			RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.							TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.		EXPRESS.	RECEIPTS FROM PASSENGERS.							MINERALS.							
			1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	3d Class, including Parliamentary.	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c., conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	Coal and Coke.	Other Minerals.	TOTAL.	General Merchandise.	TOTAL Receipts from Goods Traffic.	
			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	

III.

“RETURNS by the several RAILWAY COMPANIES and other PROPRIETORS of RAILWAYS in *England and Wales, Scotland, and Ireland*, of their respective WORKING EXPENDITURE during the Year ended 31st December 1865, showing the Length of Line open at that Period, and divided under the following Heads, viz.:

Maintenance and Renewal of Way and Works;
Locomotive Power (including Stationary Engines);
Repairs and Renewals of Carriages and Waggon; Traffic Charges (Coaching and Merchandise);
Rates and Taxes;
Government Duty;

Compensation for Personal Injury, &c.;
Compensation for Damage and Loss of Goods;
Legal and Parliamentary Expenses;
Miscellaneous Working Expenditure, not included in the foregoing;
Total Working Expenditure:”

“And, of the whole of the Rolling Stock of the several Railway Companies, and other Proprietors of Railways, divided under the following Heads, viz.:

Locomotives;
Carriages used for the Conveyance of Passengers only;
Other Vehicles attached to Passenger Trains;
Waggon of all Kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise;

Any other Carriages or Waggon used on the Railway not included in the preceding Columns;

Total of the Five preceding Columns:”

IV.

“RETURNS by the several RAILWAY COMPANIES of their Authorised SHARE and LOAN CAPITAL, and of the Sums received in respect of their ORDINARY CAPITAL and PREFERENTIAL CAPITAL, and DEBENTURE STOCK or FUNDED DEBT, on the 31st day of December 1865, specifying the Rate per Cent. of the Dividends for the Year 1865 on each of the said Capitals; showing also the Loans Outstanding on the 31st day of December 1865, classified according to the several Rates per Cent. of Interest; and the Capital authorised, and Capital paid up, for Subscriptions to other Undertakings, whether such Undertakings are on Lease to or Worked by the Subscribing Company, or are Independent:”

“And, of any Amalgamation, Working Arrangement, or Sale or Lease of their Undertaking, carried into effect by them during the Year 1865, under the authority of an Act of Parliament.”

Board of Trade, 1866.

W. D. FANE.

(Mr Milner Gibson.)

Ordered, by The House of Commons, to be Printed,

7 August 1866.

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PART I.

ACCIDENTS.

RETURN by the Board of Trade, of the Number and Nature of the ACCIDENTS and INJURIES to LIFE and LIMB which have been reported to the Board of Trade as having occurred on all the RAILWAYS open for Traffic in *England* and *Wales, Scotland, and Ireland* respectively, during the Year ended the 31st day of December 1865.

RETURN of the Number and Nature of the ACCIDENTS and the INJURIES to LIFE and LIMB which have been reported to the Board of Trade as having occurred on all the RAILWAYS open for Traffic in *England and Wales*, *Scotland*, and *Ireland* respectively, from the 1st of January to the 31st of December 1865.

ENGLAND AND WALES.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1865: 21 Jan. -	Birkenhead - -	-	-	-	-	-	-	-	-	nil	-	-	-	-	-	Collision. Passenger train ran into a goods train which was shunting at the Belington Station. No person injured.
1 Mar. -	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platlayer run over and killed near Brick Lane Bridge, from his own want of caution.
23 Dec. -	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	An assistant clerk in the service of the Company run over and killed, from his own want of caution, between Chester-road and Jackson-street.
20 May -	Blyth and Tyne - -	-	-	6	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a coal train on the North Seaton Branch, by meeting on the same line of rails. Two passengers had their legs broken, and four other passengers received injuries.
11 Dec. -	- ditto - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
15 Dec. -	- ditto - -	-	-	-	-	2	1	-	-	-	-	-	-	-	-	Boiler of engine of coal train exploded at the Newbridge Station. Driver and fireman killed, and the guard slightly injured.
28 Feb. -	Brecon and Merthyr Tydfil Junction.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Station-master at Talybont killed, from being run over at night by an engine. It is not known how he came to be on the line.
15 July -	- ditto - -	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Collision at Tallylyn Junction, between a goods train of the Brecon and Merthyr Tydfil Junction Railway Company, and a goods train of the Mid Wales Railway Company. Fireman very slightly injured.
21 Sept. -	- ditto - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed in imprudently alighting from a train in motion, at Hay Station.
29 Sept. -	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Colliery Company, from his own want of caution, fell from a ballast train on the Caerphilly Branch, and was run over and killed.
10 Oct. -	- ditto - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Hay Station.
16 Oct. -	- ditto - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near New Tredegar.
4 Dec. -	- ditto - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
3 April -	Bristol and Exeter -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed in the Exeter Yard.
18 April -	ditto - -	-	-	20	-	-	-	-	-	-	-	-	-	-	-	Collision at Weston-super-Mare Junction, at about 8.58 p.m. A down passenger train from Bristol, ran violently into the London down express passenger train, which was standing at the station. Twenty passengers injured.
25 April -	- ditto - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Child run over and killed at the Norton public footpath level crossing.
5 Sept. -	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter crushed to death whilst incautiously passing between waggons which were being shunted.
15 Sept. -	- ditto - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	Suicide (trespasser). Farm labourer placed himself in front of an approaching train.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1865: 25 Sept. -	Bristol and Exeter— <i>continued.</i>	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Carriage greaser run over and killed in the Bristol goods shed whilst incautiously standing between the rails.
30 Sept. -	- ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Collision near Nailsea Station between a passenger train and a goods train which was shunting. One passenger cut in the face.
20 Dec. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter killed whilst incautiously attempting to couple trucks to a train in motion at the Yeovil Station.
25 April -	Cambrian - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed from incautiously getting out of a train in motion at the Pontdolgog Station.
6 Jan. -	Cockermouth, Keswick, and Penrith.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Contractor's servant run over and killed whilst incautiously walking on the line.
20 April -	Cornwall - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a footpath level crossing.
30 March -	Great Eastern - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger incautiously leaning out of the window of a first-class carriage severely injured from his head coming in contact with one of the brackets which carry the electric telegraph wires through the tunnel near Audley End.
17 April -	- ditto - - -	-	15	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Stratford Bridge Station from a down passenger train from the North London line running into the 3.25 p.m. passenger train from Fenchurch-street to North Woolwich, while the latter was waiting the arrival of the former to take on the passengers. About 15 passengers injured, but nearly all very slightly.
1 July -	- ditto - - -	-	2	-	-	1	-	-	-	-	-	-	-	-	-	Down express passenger train got off the rails between Heathersett and Trowse Stations. Two passengers and the fireman were slightly injured.
19 Aug. -	- ditto - - -	-	-	-	-	-	-	nil	-	-	-	-	-	-	-	Passenger train got off the line between Sudbury and Bury St. Edmund's. No person injured.
23 Sept. -	- ditto - - -	-	-	-	-	-	-	nil	-	-	-	-	-	-	-	Engine of passenger train got off the rails near Sudbury at a pair of points which the signalman had omitted to lock. No person injured.
26 Sept. -	- ditto - - -	-	-	-	-	-	-	2	-	-	-	-	-	-	-	Pilot engine on the East Suffolk Branch got off the rails when near the Darsham Station owing to incautious driving over a portion of road which was not in very good order. Driver and fireman so severely injured that death ensued shortly after the occurrence of the accident.
2 Nov. -	- ditto - - -	-	24	-	-	-	-	-	-	-	-	-	-	-	-	Collision during a thick fog, between two passenger trains, at the Western Junction at Stratford Station. Twenty-four passengers injured.
14 Jan. -	Great Northern - -	-	-	-	-	3	5	-	-	-	-	-	-	-	-	Boiler of locomotive engine exploded in the repairing shed at Peterborough. Three workmen killed, and five injured.
1 March -	- ditto - - -	-	16	-	-	1	-	-	-	-	-	-	-	-	-	Collision. A passenger train overtook and ran into a disabled goods engine near Rossington. The driver of the goods engine, who was under his engine endeavouring to repair it, was killed, and 16 passengers were injured.
15 July -	- ditto - - -	-	27	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a runaway engine near Peterborough. The Company state that about 27 passengers were injured, most of them very slightly.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1865 :																
21 Aug. -	Great Northern—continued.	-	-	-	-	-	-	nil	-	-	-	-	-	-	-	Collision near Peterborough between a special passenger train and a preceding goods train, the engine of which had become disabled. No person injured.
30 Aug. -	- ditto - - -	-	250	-	-	-	1	-	-	-	-	-	-	-	-	Collision at Colney Hatch Station between an excursion train of the Midland Railway Company and a coal train belonging to the Great Northern Railway Company, whilst the latter was being shunted. About 250 passengers injured, but the greater number very slightly; guard of the excursion train also slightly injured.
24 Jan. -	Great Western	-	-	-	-	-	-	nil	-	-	-	-	-	-	-	Collision between two goods trains at the Didcot Junction from neglect of pointsman. No person injured.
13 Mar. -	- ditto - - -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Axle of a composite carriage in the 7.25 p.m. up Birmingham Express broke a few minutes after the train had left Reading. The carriage, however, kept its place until it reached Paddington Station, when it got off the rails at a sharp curve between Bishop's-road Bridge and the platform. Two passengers received severe injuries on the hand and arm from coming in contact with works on the line whilst stretching their arms out of the windows endeavouring to attract attention.
21 Mar. -	- ditto - - -	-	-	-	-	-	-	nil	-	-	-	-	-	-	-	Wheel tyre of a first-class carriage in a passenger train broke near Pangbourne. No person injured.
30 Mar. -	- ditto - - -	-	-	-	-	-	8	-	-	-	-	-	-	-	1	Boiler of a narrow gauge goods engine exploded at the Chester Station. Driver, guard, fireman, breaksman, switchman, watchman, shunter, number-taker, and a stranger injured.
7 June -	- ditto - - -	-	14	-	-	-	2	-	-	-	-	-	-	-	-	Collision near Keynsham Station from the 8.46 p.m. down special mail train overtaking the 8.10 p.m. passenger train, which had been brought to a stand for the purpose of having the engine examined. Fourteen passengers, a guard, and a stoker injured.
7 June -	- ditto - - -	-	-	-	-	-	-	nil	-	-	-	-	-	-	-	Immediately afterwards, a train of empty carriages ran into the rear of the special mail train. No person injured.
7 June -	- ditto - - -	-	11	30	-	2	1	-	-	-	-	-	-	-	-	Excursion train drawn by two engines ran off the Shrewsbury and Chester line near Rednal Station. Eleven passengers killed and 30 injured; two engine-drivers killed and fireman injured.
28 June -	- ditto - - -	-	-	-	-	2	2	-	-	-	-	-	-	-	-	Ballast train on the Wilts, Somerset, and Weymouth Branch ran into siding at Bruton Station, from points being wrong. Driver and fireman killed, and guard seriously injured; a fitter was also slightly injured.
21 July -	- ditto - - -	-	-	-	-	-	-	nil	-	-	-	-	-	-	-	Passenger train got off the rails near Twyford Station. No person injured.
4 Sept. -	- ditto - - -	-	-	-	-	-	-	nil	-	-	-	-	-	-	-	Part of a goods train belonging to the Great Western Railway Company got off the rails near Droitwich, on West Midland Section of the Great Western Railway. No person injured.
4 Sept. -	- ditto - - -	-	5	-	-	-	-	-	-	-	-	-	-	-	-	Collision immediately afterwards by a following Midland passenger train running into the goods train. Five passengers injured.
9 Sept. -	- ditto - - -	-	5	-	-	3	-	-	-	-	-	-	-	-	-	Leading axle of engine of a passenger train broke near Banbury. Five passengers, the driver, guard, and stoker injured.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes be- yond their own Control.		Passengers Killed or Injured from their own Mis- conduct or want of Caution.		Servants of Companies or of Con- tractors Killed or Injured from Causes be- yond their own Control.		Servants of Companies or of Con- tractors Killed or Injured from their own Mis- conduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Mis- cellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1865: 28 Sept. -	Great Western—con- tinued.	-	5	-	-	-	-	-	-	-	-	-	-	-	-	Collision near Stourbridge Station between a passenger train and a goods train. Five passengers slightly injured.
26 Dec. -	- ditto - - -	-	9	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Gloucester between two passenger trains. Nine passengers slightly injured.
26 May -	Lancashire and York- shire.	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Boiler of engine of passenger train burst at Miles Platting Station. A boy in a field close to the railway was killed by a portion of the boiler falling upon him.
20 June -	- ditto - - -	-	6	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Wigan Station between two passenger trains. Six passengers slightly shaken and bruised.
1 Aug. -	- ditto - - -	-	17	-	-	-	-	-	-	-	-	-	-	-	-	Collision near Radcliffe between a passenger train and an engine which was following for the purpose of assisting it up the incline. Seventeen passengers injured.
25 Sept. -	- ditto - - -	-	10	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Miles Platting Station between the 6.40 p.m. passenger train from Manchester and a goods train which was standing on the line. Ten passengers injured.
30 Sept. -	- ditto - - -	-	10	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Sandhills Station between an engine and a passenger train which was standing at the station. Ten passengers injured.
10 Nov. -	- ditto - - -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Miles Platting Station between two passenger trains. Two passengers shaken.
10 Nov. -	- ditto - - -	-	4	-	-	-	-	-	-	-	-	-	-	-	-	Collision near Salford Station between a passenger train and a goods train. Four passengers slightly injured.
15 Nov. -	- ditto - - -	-	7	-	-	-	3	-	-	-	-	-	-	-	-	Collision at the Elland Station between a passenger train and a coal train. Seven passengers, the engine-driver, fireman, and guard of the passenger train injured.
25 Nov. -	- ditto - - -	1	5	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a waggon at the Wigan Station. One passenger killed and five injured.
3 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Viaduct at Mytholm Bridge on the Holmfirth Branch, which was being re-constructed in stone in lieu of wood, gave way. No person injured.
24 Feb. -	Llanelly Railway and Dock.	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at a level crossing of a public carriage road called the "Railway Tavern Crossing."
23 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Contractor crushed to death between platform and a horse truck which he was incautiously moving.
25 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Contractor's servant run over and killed whilst incautiously walking on the line.
12 Sept. -	London and Black- wall.	-	-	-	-	-	-	nil	-	-	-	-	-	-	-	A North London passenger train ran into the Midland Company's goods siding at the Minorities, in consequence of the pointsman having neglected to close the points, and came into collision with some goods trucks. No person injured.
26 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Engine-driver run over and killed whilst incautiously crossing the line near Fenchurch-street.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes be- yond their own Con- trol.		Passengers Killed or Injured from their own Mis- conduct or want of Caution.		Servants of Companies or of Con- tractors Killed or Injured from Causes be- yond their own Con- trol.		Servants of Companies or of Con- tractors Killed or Injured from their own Mis- conduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Mis- cellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1865: 21 Jan. -	London and North- Western.	-	12	-	-	3	3	-	-	-	-	-	-	-	-	Collision. A passenger train and a coal train met on the single line of railway of the Bolton Branch near the Daubhill Station. Driver and fireman of the coal train, and a coal trimmer, riding on the passenger train engine, killed; three other servants and twelve passengers injured.
10 Feb. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Coal dealer run over and killed by coal waggons in a siding whilst incautiously endeavouring to close a waggon door.
22 March -	- ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a luggage train at Heaton Lodge Junction. One passenger slightly injured.
30 March -	- ditto - - -	-	1	-	-	-	1	-	-	-	-	-	-	-	-	Collision during a dense fog between the down limited mail train, when travelling up the incline near Tebay, and a bank engine which was following it. One passenger and the guard slightly injured.
21 April -	- ditto - - -	-	6	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Crewe Station between the 9 p.m. down passenger train and the engine of a goods train which was crossing from one line to the other. Six passengers very slightly hurt.
9 May -	- ditto - - -	-	25	-	-	-	1	-	-	-	-	-	-	-	-	Collision at the Menai Bridge Junction, on the Chester and Holyhead Section, between two passenger trains. Twenty-five passengers and guard injured.
28 June -	- ditto - - -	-	21	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train came into collision in the Birmingham North-street Tunnel with a portion of a goods train which had been thrown off the rails by coming in contact with some scaffolding, the tunnel walls being in course of repair at the time. Twenty-one passengers injured.
4 July -	- ditto - - -	-	-	-	-	-	-	nil	-	-	-	-	-	-	-	The 1:35 a.m. limited mail train from Stafford to Birmingham came in contact with some horses which had strayed on the line. Three carriages were thrown off the rails, but no passengers were injured.
22 July -	- ditto - - -	-	15	-	-	-	-	-	-	-	-	-	-	-	-	Double collision between London and North Western passenger train and an empty engine and a passenger train belonging to the Lancashire and Yorkshire Railway Company, between Salford Junction and Victoria Station, Manchester. Fifteen passengers in the Lancashire and Yorkshire train injured.
7 Aug. -	- ditto - - -	-	17	-	-	-	-	-	-	-	-	-	-	-	-	Collision at the Dudley Station between a passenger train and a goods engine. Seventeen passengers slightly injured.
8 Aug. -	- ditto - - -	-	-	-	-	-	-	nil	-	-	-	-	-	-	-	Slight collision near Patricroft Station during a fog, between the 10 p.m. mail train from Liverpool to Stockport and a goods train from Chester. No person injured.
14 Aug. -	- ditto - - -	-	15	-	-	-	-	-	-	-	-	-	-	-	-	Collision between two passenger trains at the Victoria Station, Manchester. Fifteen passengers injured.
30 Aug. -	- ditto - - -	-	20	-	-	-	-	-	-	-	-	-	-	-	-	Collision near Waverton Station between an excursion train and an engine which was shunting waggons. Twenty passengers injured.
2 Sept. -	- ditto - - -	-	39	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Wolverhampton Station between two passenger trains. Thirty-nine passengers injured.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1865 : 4 Dec. -	London and North Western—continued.	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Collision near Sudbury Station between two coal trains, one of the waggons being in consequence thrown across the other line of rails. Fireman severely injured.
4 Dec. -	- ditto - - -	-	9	-	-	-	2	-	-	-	-	-	-	-	-	Collision immediately ensued between a passenger train and the waggon. Two guards and nine passengers injured.
7 Jan. -	London and South Western.	-	-	-	-	-	-	-	-	1	1	-	-	-	-	A man and his wife run over by the night mail train at St. Denis public level crossing near Littlehampton. The man was killed, and his wife was severely injured.
9 Jan. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger imprudently crossing the rails (although there was a passage underneath) at the Clapham Junction, was run over and killed.
16 Jan. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayr run over and killed whilst incautiously walking on the line.
11 Feb. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter killed from being caught between buffers whilst incautiously shunting waggons at the Yeovil Station.
20 Mar. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Farm servant run over and killed whilst driving a flock of sheep across the railway, at an occupation level crossing, near Barnstaple.
10 April -	- ditto - - -	-	-	-	-	-	nil	-	-	-	-	-	-	-	-	Engine and two carriages of a passenger train left the rails at Barnes Junction, in consequence of the points not being properly held. No person injured.
24 April -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company crushed to death between buffers of goods waggons through his own want of caution.
24 April -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter crushed to death between buffers at the Wimbledon Station from his own want of caution.
28 April -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near the Surbiton Station.
15 May -	- ditto - - -	-	44	-	-	-	3	-	-	-	-	-	-	-	-	An up passenger train from Twickenham ran into the Nine Elms goods yard, in consequence of the pointsman moving the points the wrong way, and came into collision with an engine and waggons; 44 passengers, driver, fireman, and guard injured.
17 May -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter crushed to death between buffers of trucks at the Fullerton Station from his own want of caution.
21 May -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1*	-	-	-	A man committed suicide by throwing himself under the wheels of a goods train at Bridge Road Crossing, at Southampton.
8 July -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer run over and killed whilst incautiously uncoupling ballast waggon at Feltham.
11 July -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter at Topsham Station incautiously getting out of a van fell, and was run over and killed.
22 July -	- ditto - - -	-	-	-	-	-	-	1	1	-	-	-	-	-	-	Two policemen knocked down by a passing engine from their own want of caution, near the Nine Elms Junction; one was killed, and the other severely injured.
29 July -	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Porter at Weybridge fell under wheels, and was severely injured whilst incautiously attaching trucks to a goods train.

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1865:																
15 Aug.	London and South Western—continued.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter at Exeter Station run over and killed from his own want of caution.
20 Aug.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayr run over and killed near Fleetpond, from his own want of caution.
2 Sept.	- ditto - - -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed near the Wilton Station.
2 Sept.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman run over and killed at Northam, from his own want of caution.
12 Sept.	- ditto - - -	-	-	-	-	-	-	-	-	-	1*	-	-	-	-	Trespasser committed suicide by placing himself in front of a train.
23 Sept.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter, at Stockbridge Station, run over and killed whilst incautiously uncoupling some vehicles from a train.
27 Sept.	- ditto - - -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed near Redbridge Station.
11 Oct.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman incautiously standing on back part of tender, came in contact with a bridge, and was killed.
15 Oct.	- ditto - - -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed near Chard Station.
17 Oct.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Guard run over and killed whilst incautiously shunting at Salisbury Station.
19 Oct.	- ditto - - -	-	-	3	-	-	-	1	-	-	-	-	-	-	-	Collision near Cowley Bridge Junction, on the Exeter and Crediton mixed guage line, between a passenger train belonging to the London and South Western Railway Company, and a preceding goods train belonging to the Bristol and Exeter Railway Company; three passengers and the guard of the goods train injured.
28 Oct.	- ditto - - -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed near Ewell Station.
2 Nov.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter, from his own want of caution, crushed to death between buffers of goods waggons at Hounslow Station.
13 Nov.	- ditto - - -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed between Nine Elms and Clapham Junction.
25 Nov.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Portion of the Blackboy Tunnel, near Exeter, fell in. A passenger train ran into the mass of fallen brick and earth, but no passenger was injured; guard of the train was slightly hurt.
25 Nov.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayr run over and killed whilst incautiously walking on the line, near Woking.
26 Nov.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser on the line, between the Fullerton and Stockbridge Stations, knocked down by a train and much shaken.
4 Dec.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman crushed to death whilst incautiously coupling the engine to a train at Portsmouth.
29 Dec.	- ditto - - -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed at Barnes Bridge.
30 Dec.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayr on line, near Clapham, run over and killed, owing to his own want of caution.
3 Jan.	London, Brighton, and South Coast.	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed whilst crossing the line, near the Portslade Station.
15 April	- ditto - - -	-	-	8	-	-	-	-	-	-	-	-	-	-	-	Collision at the ticket platform at the Brighton Station, between a passenger train from Lewes to Brighton, and a passenger train from London to Brighton. Eight passengers slightly injured.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1865:																
31 May.	London, Brighton and South Coast—con- tinued.	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger attempting to get into a train in motion at the Victoria Station, fell upon the rail, and had his foot crushed by a wheel of one of the carriages.
14 Aug.	- ditto -	-	-	-	-	-	-	-	-	-	-	-	-	-	1	Servant of a coal-dealer severely injured whilst incautiously walking between the rails in the station yard at Horley, picking up coals.
15 Aug.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of contractor run over and killed whilst incautiously crossing the line near Stewart's Lane Junction.
25 Jan.	Manchester, Sheffield, and Lincolnshire.	-	3	-	-	-	-	-	-	-	-	-	-	-	-	Collision near Woodburn Junction, near Sheffield, between a passenger train and a coal train. Three passengers injured.
16 May	- ditto -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Deepcar Station between a passenger train and a coal train. Two passengers injured.
13 Oct.	- ditto -	-	4	-	-	-	-	-	-	-	-	-	-	-	-	Collision on the Barnsley Branch, near Silk- stone Station, between a passenger train and the break van of a coal train. Four passengers injured.
24 Oct.	- ditto -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods train near Oughty Bridge Station. Two passengers slightly injured.
6 Nov.	- ditto -	-	4	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Deepcar Station between a passenger train and a cattle train. Four passengers injured.
8 Nov.	- ditto -	-	4	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Woodburn Junction, near Shef- field, between a passenger train and a goods train. Four passengers injured.
15 Nov.	- ditto -	-	2	-	-	-	1	-	-	-	-	-	-	-	-	Collision near Claborough Tunnel between a passenger train and a preceding goods train. Goods guard and two passengers injured.
2 Dec.	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger crossing the line at the Staley- bridge Joint Station, slipped, and was run over and killed.
27 Dec.	- ditto -	-	10	-	-	-	-	-	-	-	-	-	-	-	-	Collision at the Woodburn Station between a passenger train and a goods train. Ten passengers injured.
4 May	Midland	-	5	-	-	-	-	-	-	-	-	-	-	-	-	Tyre of a wheel of a London and North Western carriage in an express passenger train broke when near Masboro', throwing the carriage and the break van off the line. Five passengers injured.
15 Aug.	- ditto -	-	14	-	-	-	-	-	-	-	-	-	-	-	-	Collision between an excursion train and a goods train at the Wellingborough Station. Fourteen passengers injured.
13 Nov.	- ditto -	-	2	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and a goods engine, near Sheffield; a thick fog at the time. Two passengers slightly in- jured.
14 Nov.	Mid-Wales	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Deaf boy run over and killed at a private level crossing between Talgarth and Three Cocks Stations.
18 Nov.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard run over and killed whilst in- cautiously shunting waggons at the Rhaya- der Station.
15 Nov.	Maryport and Carlisle	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Labourer run over in getting off a ballast engine in motion at Curthwaite Station. Leg severely injured.
21 Dec.	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Clerk of the Company crushed to death be- tween waggons whilst incautiously crossing the line.

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		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1865 : 2 Jan. -	Monmouthshire	-	-	-	-	-	3	-	-	-	-	-	-	-	-	Coal train, owing to slippery state of rails on a steep incline on the Cwmtilley Mineral Branch, ran violently into a blind siding; engine driver, fireman, and guard injured.
8 Jan. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	A trespasser riding on the step of a passenger carriage, speaking to a passenger, fell off and had his leg crushed by the wheels. Leg afterwards amputated.
8 Mar. -	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Signalman knocked down and severely injured whilst incautiously standing on the line at Newport.
13 Mar. -	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Switchman incautiously getting off engine in motion had his leg badly crushed by the wheels.
24 April -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Mineral guard run over and killed whilst incautiously uncoupling waggons in motion.
18 May -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Child five years old trespassing in sidings at Newport run over and killed.
23 July -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near New-bridge.
26 July -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Contractor's servant run over and killed from his own want of caution.
7 Sept. -	- ditto -	-	-	-	-	1	-	-	-	-	-	-	-	-	-	Gatekeeper at Commercial-road level crossing, Newport, killed by a runaway horse and cart jamming him against the gate.
3 Oct. -	- ditto -	-	-	-	-	-	-	2	-	-	-	-	-	-	-	Two engine-cleaners in the service of the Great Western Railway Company run over and killed whilst incautiously standing on the line at the Coedy-lyne junction, near Pontypool.
20 Oct. -	- ditto -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	A sailor run over and killed at a level crossing leading to private wharves in Newport.
12 Jan. -	North Eastern	-	-	-	-	-	-	-	-	-	-	1	-	-	-	A trespasser run over and killed on the line near Ferry Hill Station level crossing.
14 Jan. -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser in a state of intoxication on the Darlington line knocked down and severely injured.
25 Jan. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman crushed to death between buffers whilst incautiously coupling waggons in a siding on the Darlington line near Tow-law.
24 Feb. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Coupling of an empty coal waggon train on the Darlington line became unfastened, and the two portions of the train afterwards coming in contact threw the fireman, who was incautiously standing upon one of them, off, by which he was so severely injured that death ensued.
27 Feb. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed on the Darlington line at Norwood Colliery siding.
20 Mar. -	- ditto -	-	-	-	-	1	-	-	-	-	-	-	-	-	-	Boiler of an engine of a coal train burst near Coxhoe; driver killed.
4 April -	- ditto -	-	-	4	-	-	-	-	-	-	-	-	-	-	-	Collision in the Hartburn Cutting on the Darlington Section between a passenger train and some waggons which had become detached from a preceding mineral train; four passengers slightly injured.
15 April -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Company's plumber's apprentice run over whilst incautiously crossing the Darlington line: died a few days after the accident.
22 April -	- ditto -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed from jumping out of a third-class carriage whilst the train was in motion, at the Skipton Station.

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1865 :																
1 May -	North Eastern—contd.	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Collision between an up express train and a coal train from Darlington at the point where the Darlington line crosses the main line on a level near Darlington. One passenger cut in the hand by the breaking of a carriage window.
18 May -	- ditto - -	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Bogie on the Darlington line got off the rails. Servant of the Company thrown out, and wheel passed over his foot, injuring it so severely as to require amputation.
18 May -	- ditto - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser on Darlington line run over and killed.
6 June -	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelay on the Darlington Section run over and killed whilst incautiously walking on the line near Shildon.
20 June -	- ditto - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Boy killed whilst trespassing on Darlington Section.
1 July -	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman crushed to death between buffers whilst uncoupling waggons at Crook, on the Darlington line.
13 July -	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelay on the Darlington Section run over from his own want of caution. Leg cut off. Died on 7th August.
17 July -	- ditto - -	-	-	-	-	1	-	-	-	-	-	-	-	-	-	Tender of a mineral train on Darlington Section got off the rails when ascending the Grahamsley incline, which is only used for mineral traffic, and killed a bank rider who was walking alongside preparing to uncouple it.
27 July -	- ditto - -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser on Darlington Section severely injured.
5 Aug. -	- ditto - -	-	-	-	-	-	-	nil	-	-	-	-	-	-	-	Collision at Malton Station between an express passenger train and an engine which was engaged in shunting some waggons. No person injured.
8 Sept. -	- ditto - -	-	13	-	-	-	-	-	-	-	-	-	-	-	-	Passenger train ran into a goods siding at the Central Station, Newcastle, owing to points being wrong, and came into collision with a goods train. Thirteen passengers injured.
8 Sept. -	- ditto - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Boy (trespassing) at Wilton Park Siding on Darlington Section, fell from a waggon, and was run over and killed.
8 Sept. -	- ditto - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser on the Darlington Section, near Newport, run over and killed.
21 Sept. -	- ditto - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelay on the Darlington Section run over and killed from his own want of caution.
5 Oct. -	- ditto - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Fireman on the Darlington Section fell from an engine through his own want of caution, and had his foot crushed.
9 Oct. -	- ditto - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Fireman fell from buffers of waggons on which he was incautiously standing at Darlington, and was run over. Leg amputated.
10 Oct. -	- ditto - -	-	15	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Gateshead between a passenger train and a mineral engine and van. Fifteen passengers injured.
15 Oct. -	- ditto - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed on the Darlington Section, near Marshe Junction.

RETURN RELATIVE TO RAILWAY ACCIDENTS.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENTS.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1865 : 16 Oct.	North Eastern—continued	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Mineral guard on Darlington Section from his own want of caution had his collar bone broke, by being crushed between his van and a truck in a siding.
3 Nov.	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Fireman run over whilst incautiously coupling waggons at Middlesboro', on Darlington Section. Leg broken.
25 Nov.	- ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Servant of haulage contractors injured about the lower part of the body whilst incautiously uncoupling coal waggons on the Darlington Section.
22 Dec.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of contractor on the Darlington line crushed to death between buffers of waggons in the goods yard at Stockton, through his own want of caution.
30 Dec.	- ditto - - -	-	-	-	-	1	1	-	-	-	-	-	-	-	-	Express passenger train ran through points which were set wrong, into a siding on the Malton and Thirsk line, at the Ampleforth Station, killing a servant of the Company who was working at the siding. Guard of the train injured in the back.
6 May	North Staffordshire	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Station-master at Alsager Station, whilst incautiously opening the gate for a passing train, was struck by it and killed.
12 Dec.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platlayer on the Hanley Branch run over and killed; it is supposed from his own want of caution.
4 July	North Union	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter crushed to death from his own want of caution, between a crane and door of a goods waggon which he was shunting.
13 Sept.	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Number taker (servant of clearing-house) run over and killed whilst incautiously standing on the line.
12 April	Preston and Wyre	-	-	-	-	-	-	nil	-	-	-	-	-	-	-	Passenger train got off the rails at Kirkham Station. No person injured.
27 Sept.	- ditto - - -	-	40	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Lea Road Station between an excursion train and a goods train; about 40 passengers injured.
27 Jan.	Shrewsbury and Hereford Joint.	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger incautiously getting over buffers of carriages whilst the train was in motion at the Shrewsbury General Station, fell between, and was severely injured; death ensued some time afterwards.
8 Feb.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Leebotwood.
12 Feb.	- ditto - - -	-	-	-	-	-	-	-	-	nil	-	-	-	-	-	Boiler of a Great Western Goods engine burst at the Leominster Station. No person injured.
23 Oct.	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Girl aged 10 years, who, after meeting some friends (passengers) at the Onibury Station, was run over and killed whilst crossing the line.
12 July	Shrewsbury and Welshpool.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
6 April	South Devon	-	-	-	-	2	-	-	-	-	-	-	-	-	-	Goods train ran off the line near Totness. Driver and fireman killed.
17 June	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed on the Sutton Harbour Branch.
28 June	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
15 Sept. -	South Devon — continued.	-	-	-	-	-	-	-	-	nil	-	-	-	-	-	Axe of a second class carriage, belonging to the Great Western Railway Company broke when train was near Totness. No person injured.
25 Nov. -	ditto - - -	-	-	-	-	2	-	-	-	-	-	-	-	-	-	Goods train ran off the rails near the Cornwood Station. Engine driver and fireman killed.
16 Dec. -	ditto - - -	-	5	-	-	-	-	-	-	-	-	-	-	-	-	Double collision at Plymouth Station, viz., 1st. Between a passenger train and a pilot engine and some vehicles which were being shunted. Five passengers received slight injuries. 2d. A van was detached by the force of the collision from the pilot engine train, and running down the incline, came into collision with a passenger train which was standing at the ticket platform. No person injured.
20 Jan. -	South Eastern - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Telegraph servant of Company run over and killed whilst incautiously walking on the line.
27 Jan. -	ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed whilst incautiously crossing the line at the New Cross Station.
9 Mar. -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Gatekeeper at the Lower Erith level crossing struck by a train and killed whilst incautiously pulling the gates across the line.
10 Mar. -	ditto - - -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Engine cleaner, imprudently attempting to get upon a train in motion, at the Bricklayer's Arms Station, received injuries on the arm which rendered amputation necessary.
20 April -	ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger incautiously crossing the Lower Sydenham Station from one side to the other was run over and killed.
12 May -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pointsman at the Angerstein Branch Junction with the North Kent line fell under wheels of a passing train whilst incautiously working the points and was killed.
23 May -	ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger alighting from a train in motion at Charlton Station fell between platform and carriages. Arm had to be amputated.
25 May -	ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger killed in alighting from a train in motion at the London Bridge Station.
26 May -	ditto - - -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	Trespasser run over and killed near Addiscombe Station.
5 June -	ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed, in imprudently attempting to get into a train in motion at Greenhithe Station.
5 June -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Servant of Company, from his own want of caution, was crushed to death between trucks which were being shunted at Whitstable.
7 June -	ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Carriage cleaner run over and killed from his own want of caution at the London Bridge Station.
9 June -	ditto - - -	10	40	-	-	3	-	-	-	-	-	-	-	-	-	Up passenger tidal train ran off the line at Staplehurst in consequence of the workmen repairing the line having taken up some of the rails. Ten passengers killed and 40 injured; two guards and fireman also injured.
13 June -	ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Redhill.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1865 : 12 July -	South Eastern— <i>cont^d</i> .	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Inspector in Company's service run over and killed whilst incautiously walking on the line at night between London Bridge and Spa Road.
17 July -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Inspector at Commercial Dock Station run over and killed whilst incautiously standing on the line.
25 Aug. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger incautiously alighting from a train in motion at Charing Cross Station, was run over and killed.
1 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Shunter run over and killed whilst incautiously coupling goods waggons in motion.
6 Oct. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayr run over and killed whilst incautiously working on the line near New Cross.
22 Dec. -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger imprudently endeavouring to get into a train in motion at London Bridge Station, fell between the train and the platform, and was killed.
5 Aug. -	Somerset and Dorset	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Engine cleaner at Highbidge run over and killed, from his own want of caution.
7 Aug. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter crushed to death between buffers of goods waggons, from his own want of caution.
14 Nov. -	Swansea Vale -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
29 Nov. -	Vale of Neath -	-	-	-	-	2	-	-	-	-	-	-	-	-	-	Coal train fell into the entrance of the Swansea Dock, the Railway-bridge being open at the time. Driver and fireman drowned. Accident caused from wrong signal having been given.
20 Dec. -	West Cornwall	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Run over and killed at an occupation level crossing at the east end of the Bray embankment.
5 Jan. -	West Hartlepool, Harbour and Railway.	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Guard of ballast train incautiously attempting to get on an engine in motion, fell, and was run over. Right arm and leg crushed, and afterwards amputated.
5 May -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayr riding in an incautious manner on a waggon, fell off, and was run over and killed.
11 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Child, aged between three and four years, run over and killed whilst trespassing in a siding at Coxhoe Station.
6 Jan. -	West Durham -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Trespasser run over and seriously injured.
4 Feb. -	Whitehaven and Furness Junction.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer killed in jumping from one waggon to another.
15 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	A dealer coming to the Whitehaven Station for goods was, through his own want of caution, crushed to death between the buffers of two waggons.
TOTAL for England and Wales -		22	898	12	3	23	50	63	12	8	1	33	5	4	2	

SCOTLAND.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies, or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Miscel- laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1865 :																
16 Jan. -	Caledonian -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Surfacedman run over and killed whilst incautiously crossing the line near Wishaw station.
18 Jan. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Lesmahagow Junction.
23 Jan. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman run over and killed whilst incautiously uncoupling waggons in motion.
25 Jan. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer in the service of Electric Telegraph Company run over and killed whilst incautiously walking on the line.
26 Jan. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Contractor's labourer run over and killed whilst incautiously walking on the line.
26 Jan. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman run over and killed whilst incautiously coupling waggons at Carstairs.
3 Feb. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Contractor's servant run over and killed whilst incautiously walking on the line near Rutherglen Junction.
9 Mar. -	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Goods guard run over on the Carlisle Branch, from his want of caution; right arm and right leg cut off.
10 Mar. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Mineral fireman crushed to death between buffers whilst incautiously uncoupling waggons at Lesmahagow.
11 Mar. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman of goods train run over and killed from his own want of caution on the Buchanan-street Incline.
21 Mar. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platlayer run over and killed whilst incautiously walking on the line near Mid-Calder Station.
18 May -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter at Carnwath run over and killed whilst incautiously (it is supposed) shunting waggons.
30 May -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Mineral breaksman at Govan run over and killed whilst incautiously crossing in front of an engine in motion.
19 Aug. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Pointsman killed in attempting to get upon a train in motion at Motherwell Station.
22 Aug. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Engine driver run over and killed whilst incautiously coupling waggons in motion at Lockerbie Station.
4 Sept. -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Boy selling newspapers fell off a horse box, and was killed.
16 Sept. -	- ditto -	-	-	75	-	-	-	1	-	-	-	-	-	-	-	Passenger train ran into the Wemyss Bay Station of the Greenock and Wemyss Bay Railway at too high a rate of speed, and came into violent collision with fixed buffers. The Company state that 75 passengers have complained of their being more or less hurt; one servant of the Company injured.
18 Sept. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platlayer near Port Glasgow Station run over and killed by one train whilst avoiding another.
19 Sept. -	- ditto -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platlayer run over and killed whilst incautiously working on the line near Cleghorn Station during a thick fog.
2 Oct. -	- ditto -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Port Glasgow Station.
11 Oct. -	- ditto -	-	-	-	-	-	-	-	1	-	-	-	-	-	-	Breaksman attempting to get upon an engine in motion at the South Station, Glasgow, fell, and was run over; left leg and right foot cut off.
2 Nov. -	- ditto -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Coal agent run over and killed, from his own want of caution, by some waggons which were being shunted into a siding at the Carlisle Station.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Miscel- laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1865 : 10 Nov. -	Caledonian— <i>continued</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Collision at Caldew Junction, Carlisle, between a passenger train and a goods pilot engine. No person injured.
11 Nov. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Post-office messenger run over and killed at Dunblane Station whilst incautiously standing on the line.
13 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Surfaceman run over and killed near Annan Bridge from his own want of caution.
7 Dec. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Platelayer run over and killed between Stirling and Bridge of Allan whilst incautiously walking on the line.
12 Dec. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Night watchman at Gushetfaulds run over and killed whilst incautiously crossing the line.
13 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Braidwood.
27 Dec. -	- ditto - - -	-	-	-	-	1	-	-	-	-	-	-	-	-	-	Collision between two goods trains at the Dundee Station. A yardsman killed.
14 April -	Edinburgh and Glas- gow.	-	-	-	-	1	1	-	-	-	-	-	-	-	-	Boiler of goods engine burst at Stirling Station. A parcel clerk killed, and the engine driver injured.
27 May -	- ditto - - -	-	2	-	-	2	-	-	-	-	-	-	-	-	-	Slight collision between two passenger trains at the Milngavie Junction. Two passengers and driver and stoker slightly injured.
22 June -	- ditto - - -	-	9	-	-	1	-	-	-	-	-	-	-	-	-	Collision between a passenger train and an empty engine which was coming out of locomotive shed at the Haymarket Station, Edinburgh. Nine passengers and the guard of the passenger train injured. The Company state that the accident occurred through the driver of the empty engine disregarding signal.
30 June -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed near Croy Station.
22 Dec. -	Formartine and Bu- chan.	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
28 Jan. -	Great North of Scot- land.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods foreman at Waterloo Station crushed to death between buffers of waggons in goods shed from his own want of caution.
29 June -	Highland - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods guard killed in jumping from a train in motion in the General Station, Perth.
21 Oct. -	- ditto - - -	-	9	-	-	-	-	-	-	-	-	-	-	-	-	Collision between two passenger trains at the Pitlochry Station. Nine passengers injured.
27 May -	Keith and Dufftown -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
6 Feb. -	North British - -	-	14	-	-	1	-	-	-	-	-	-	-	-	-	A passenger train from Thornton to Dunfermline ran into a siding at the Cowdenheath Station owing to neglect of pointsman to close the points and came into collision with a Kinrosshire passenger train which was standing in the siding. Fourteen passengers very slightly injured; guard also injured.
18 Nov. -	- ditto - - -	-	11	-	-	2	-	-	-	-	-	-	-	-	-	Collision at Heiton Goods Station on Kelso Branch, near Roxburgh, between a passenger train and some waggons. Eleven passengers, driver, and fireman of passenger train injured.
29 Nov. -	- ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Collision of a similar nature at the same station between a passenger train and a goods train. One passenger injured.
20 Dec. -	- ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Collision between a passenger train and some waggons which a servant of the Company had allowed to run on to the main line near St. Margaret's tunnel. One passenger slightly injured.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Miscel- laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1865 :																
21 Dec. -	North British— <i>contd.</i>	-	-	-	-	-	3	-	-	-	-	-	-	-	-	Mail train got off the rails near Linton. Driver, fireman, and mail guard very slightly injured.
21 Dec. -	- ditto - - -	-	-	-	-	-	-	-	-	1	-	-	-	-	-	Woman run over and killed at a public level crossing in Coatbridge.
28 Dec. -	- ditto - - -	-	6	-	-	-	1	-	-	-	-	-	-	-	-	Collision between a passenger train and an engine which was coming out of the coke sidings at St. Margaret's. Six passengers and driver slightly injured.
5 Jan. -	Scottish North Eastern	-	-	-	-	-	-	-	-	-	-	1	1	-	-	Two trespassers on the line between Mu-challs and Newtonhill Station struck by a train. One was killed and the other severely injured.
6 Feb. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Child trespassing run over and killed at the Methuen Junction near Perth.
9 April -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman run over and killed whilst incautiously coupling his engine to a train at Perth.
2 May -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Waggon lifter in Company's service killed when incautiously coupling waggons.
11 July -	- ditto - - -	-	-	1	-	-	-	-	-	-	-	-	-	-	-	Passenger run over and killed whilst incautiously crossing the line at the Glamis Station.
14 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Boy (trespasser), attempting to ride on the footboard of a carriage at the Meigle Station before the train had stopped, fell between the carriages and the platform, and was crushed to death.
17 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Wayman in service of the Company run over and killed whilst incautiously walking on the line between Forfar and Clocks-briggs Stations.
TOTAL for SCOTLAND - - -		-	128	1	-	2	12	23	2	1	-	9	1	3	-	

IRELAND.

1865:																
14 April -	Belfast and County Down.	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Female passenger attempting to get out of a train in motion at the Ballynahinch Junction Station, fell between the platform and the carriage. Arm lacerated.
11 July -	- ditto - - -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Passenger attempting to get into a train in motion at the Newtonwards Station, fell between the carriages. Foot had to be amputated.
22 April -	Belfast and Northern Counties.	1	-	-	-	-	-	-	-	-	-	-	-	-	-	Passenger leaning out of a carriage window when the train was leaving Cookstown Station killed, from his head coming in contact with the pillar of an arch, which was only 5½ inches from the window. The Company have, since the accident, widened the arch.
30 Aug. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Goods porter killed from being struck by a log of timber which he was moving.
28 Sept. -	Dublin and Drogheda	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer in service of Company run over and killed whilst incautiously walking on the line near Dublin Station.
25 Mar. -	Dublin, Wicklow, and Wexford.	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Collision. A passenger train ran into a train of empty waggons which was standing at the Bray Station. One passenger was cut on the face. The Company state that the accident happened through the neglect of the driver of the passenger train in running past the "danger" signal.

Date of Accident.	NAME OF RAILWAY COMPANY.	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies, or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Tres- passers.		Miscel- laneous.		NATURE AND CAUSE of ACCIDENT.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1865: 23 April -	Dublin, Wicklow, and Wexford— <i>contd.</i>	-	1	-	-	-	-	-	-	-	-	-	-	-	-	First class carriage of a passenger train got off the rails at Bray Head. One passenger slightly injured.
11 May -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Spring of engine of a passenger train broke when near Sandy Cove Station, throwing the engine off the rails. No person injured.
17 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Breaksman run over and killed in getting off an engine in motion, at Harcourt-street Station.
26 April -	Great Southern and Western.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Labourer on line run over and killed from his own want of caution.
6 June -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Pig-drover incautiously sitting on the rail of a waggon in which his pigs were being conveyed, fell off and was killed.
4 Sept. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Porter at Charleville Station run over and killed whilst incautiously shunting cattle trucks.
13 Dec. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman fell from his engine at the Thurles Station, and was so severely injured that death ensued.
12 May -	Irish North Western	-	-	-	-	2	-	-	-	-	-	-	-	-	-	Goods train, from some unknown cause, left the rails about 1½ miles from Enniskillen. Driver and fireman killed.
9 May -	Midland Great Western	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Carriage got off the rails near the Woodlawn Station, owing to the breaking of a wheel. No person injured.
7 Oct. -	- ditto - - -	-	5	-	-	-	7	-	-	-	-	-	-	-	-	Collision on the incline near the Kilcock Station, between a passenger train and some runaway empty waggons which were detached at the station from a coal train. Five passengers, and seven labourers in the employment of the Company injured, but none severely.
30 Oct. -	- ditto - - -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	The 7.30 P.M. passenger train from Dublin thrown off the line near Castletown, owing to six of the screws and bolts of a rail having been maliciously removed, and the rail displaced. The Company state that they have offered a reward of 100 <i>l.</i> for the discovery of the offenders. One passenger injured.
26 Mar. -	Ulster - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed.
18 June -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser killed at Contyclay, on Portadown, Dungannon, and Omagh Section.
16 Sept. -	- ditto - - -	-	-	-	-	1	-	-	-	-	-	-	-	-	-	The daughter of the gatekeeper at Kilmacardle Level Crossing killed. The gates were burst open by an engine, and a splinter struck the deceased, inflicting such severe injuries that death ensued.
21 Sept. -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed whilst lying on the line near Dungannon.
8 July -	Waterford and Lime- rick.	-	-	-	-	-	-	-	-	-	-	-	1	-	-	Boy six years old trespassing among waggons, had his leg cut off by one of the wheels.
10 July -	- ditto - - -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	Trespasser run over and killed whilst lying on the line at Ballinva.
28 Oct. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman of goods train, from his own want of caution, fell from his engine, and was killed.
23 Nov. -	- ditto - - -	-	-	-	-	-	-	1	-	-	-	-	-	-	-	Fireman fell from train near Limerick whilst incautiously standing on the foot-board supplying oil to the engine whilst the train was in motion, and was killed.
TOTAL for IRELAND - -		1	8	-	2	3	7	8	-	-	-	4	1	1	-	

GRAND TOTAL.

	Passengers Killed or Injured from Causes beyond their own Control.		Passengers Killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors Killed or Injured from Causes beyond their own Control.		Servants of Companies or of Contractors Killed or Injured from their own Misconduct or want of Caution.		Persons Killed or Injured whilst crossing at Level Crossings.		Trespassers.		Miscellaneous.		TOTAL Killed and Injured.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
TOTAL—																
ENGLAND AND WALES	22	898	12	3	23	50	63	12	8	1	33	5	4	2	165	971
SCOTLAND - - -	-	128	1	-	2	12	23	2	1	-	9	1	3	-	39	143
IRELAND - - -	1	8	-	2	3	7	8	-	-	-	4	1	1	-	17	18
GRAND TOTAL - -	23	1034	13	5	28	69	94	14	9	1	46	7	8	2	221	1,132

The following SUMMARY exhibits the Number of Persons Killed and Injured from all Causes on all the Railways open for Traffic in *England and Wales*, *Scotland*, and *Ireland* respectively, as reported to this Department, during the Year ended 31st December 1865, together with the Total Number Killed or Injured in the previous Year.

DESCRIPTION of PERSONS.	England and Wales.		Scotland.		Ireland.		TOTAL on all Railways during the Year ended 31st Dec. 1865.		TOTAL in 1864.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers Killed or Injured from causes beyond their own control, viz. :—										
From accidents to trains - - -	22	898	-	128	-	8	22	1,034	14	697
From other causes beyond their own control -	-	-	-	-	1	-	1	-	1	1
TOTAL - - -	22	898	-	128	1	8	23	1,034	15	698
Passengers Killed or Injured owing to their own misconduct or want of caution - -	12	3	1	-	-	2	13	5	21	8
Total number of passengers Killed or Injured from all causes - - -	34	901	1	128	1	10	36	1,039	36	706
* Servants of company or of contractors Killed or Injured from causes beyond their own control - - -	23	50	2	12	3	7	28	69	15	61
* Servants of company or of contractors Killed or Injured, owing to their own misconduct or want of caution - - -	63	12	23	2	8	-	94	14	88	17
Other persons crossing at level crossings -	8	1	1	-	-	-	9	1	23	1
Trespassers - - -	30	5	9	1	4	1	43	7	48	8
Suicide - - -	3	-	-	-	-	-	3	-	6	-
Miscellaneous - - -	4	2	3	-	1	-	8	2	6	2
GRAND TOTAL - - -	165	971	39	143	17	18	221	1,132	222	795
Length of Railway open on the 31st December 1865, and on the 31st December 1864 -	miles. 9,251		miles. 2,200		miles. 1,838		miles. 13,289		miles. 12,789	

* The Return of Accidents to "Servants of Companies or of Contractors" cannot be looked upon as complete, as many Railway Companies, not being required by law to do so, do not report to the Board of Trade every accident which may have occurred to this class of persons.

FURTHER ANALYSIS of the ACCIDENTS during the Year ended 31st December 1865, which have been reported to the Board of Trade, showing the NUMBER of COLLISIONS and other ACCIDENTS to TRAINS in *England and Wales, Scotland, and Ireland* respectively, with the NUMBER of PERSONS KILLED or INJURED thereby.

ENGLAND AND WALES.

	Number of Acci- dents.	Number of Passengers.		Number of Servants of Companies.		Other Persons not Passengers nor Servants.		Total Number of Passengers and Servants and others.	
		Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured.
Number of collisions between Passenger Trains - - - -	12	-	192	-	3	-	-	-	195
Ditto between Passenger Trains and other Trains or Engines - - - -	43	1	565	4	12	-	-	5	577
Passenger Trains running into Sidings or off their proper Line through Points being wrong - - - -	6	-	57	1	4	-	-	1	61
Passenger Trains or Portions of Trains getting off the Rails - - - -	8	21	72	2	6	-	-	23	78
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking or getting out of Order - - - -	1	-	5	-	3	-	-	-	8
Axles or Wheels of Carriages of Passenger Trains breaking - - - -	4	-	7	-	-	-	-	-	7
Couplings breaking or becoming unhooked - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Passenger Trains - - - -	1	-	-	-	-	1	-	1	-
Trains running into Stations at too great speed - - - -	-	-	-	-	-	-	-	-	-
TOTAL to Passenger Trains - - -	75	22	898	7	28	1	-	30	926
Number of collisions between Goods or Mineral Trains or single Engines - - - -	3	-	-	-	2	-	-	-	2
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong - - - -	2	-	-	2	5	-	-	2	5
Goods or Mineral Trains getting off the Rails - - - -	6	-	-	6	3	-	-	6	3
Axles or Wheels or machinery of Engines attached to Goods or Mineral Trains breaking - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Waggons breaking - - - -	-	-	-	-	-	-	-	-	-
Couplings breaking - - - -	1	-	-	1	-	-	-	1	-
Bursting of the Boilers of Engines of Goods or Mineral Trains - - - -	5	-	-	6	14	-	1	6	15
TOTAL to Goods and Mineral Trains - - -	17	-	-	15	24	-	1	15	25
TOTAL to all Trains - - -	92	22	898	22	52	1	1	45	951

SCOTLAND.

Number of collisions between Passenger Trains - - - -	2	-	11	-	2	-	-	-	13
Ditto between Passenger Trains and other Trains or Engines - - - -	6	-	28	-	4	-	-	-	32
Passenger Trains running into Sidings or off their proper Line through Points being wrong - - - -	1	-	14	-	1	-	-	-	15
Passenger Trains or portions of Trains getting off the Rails - - - -	1	-	-	-	3	-	-	-	3
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels or other Parts of Carriages of Passenger Trains breaking - - - -	-	-	-	-	-	-	-	-	-
Couplings breaking - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Passenger Trains - - - -	-	-	-	-	-	-	-	-	-
Trains running into Stations at too great speed - - - -	1	-	75	-	1	-	-	-	76
TOTAL to Passenger Trains - - -	11	-	128	-	11	-	-	-	139
Collisions between Goods or Mineral Trains or Single Engines - - - -	1	-	-	1	-	-	-	1	-
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong - - - -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Waggons breaking - - - -	-	-	-	-	-	-	-	-	-
Couplings breaking - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Goods or Mineral Trains - - - -	1	-	-	1	1	-	-	1	1
TOTAL to Goods and Mineral Trains - - -	2	-	-	2	1	-	-	2	1
TOTAL to all Trains - - -	13	-	128	2	12	-	-	2	140

IRELAND.

Number of collisions between Passenger Trains - - - -	-	-	-	-	-	-	-	-	-
Ditto between Passenger Trains and other Trains or Engines - - - -	2	-	6	-	7	-	-	-	13
Passenger Trains running into Sidings or off their proper Line through Points being wrong - - - -	-	-	-	-	-	-	-	-	-
Passenger Trains or portions of Trains getting off the Rails - - - -	2	-	2	-	-	-	-	-	2
Axles or Wheels of Engines attached to Passenger Trains breaking - - - -	1	-	-	-	-	-	-	-	-
Axles or Wheels of Carriages of Passenger Trains breaking - - - -	1	-	-	-	-	-	-	-	-
Couplings breaking - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Passenger Trains - - - -	-	-	-	-	-	-	-	-	-
Trains running into Stations at too high speed - - - -	-	-	-	-	-	-	-	-	-
TOTAL to Passenger Trains - - -	6	-	8	-	7	-	-	-	15
Collisions between Goods or Mineral Trains or single Engines - - - -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong - - - -	-	-	-	-	-	-	-	-	-
Goods or Mineral Trains getting off the Rails - - - -	1	-	-	2	-	-	-	2	-
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking - - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Waggons breaking - - - -	-	-	-	-	-	-	-	-	-
Couplings breaking - - - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Goods or Mineral Trains - - - -	-	-	-	-	-	-	-	-	-
TOTAL to Goods and Mineral Trains - - -	1	-	-	2	-	-	-	2	-
TOTAL to all Trains - - -	7	-	8	2	7	-	-	2	15

GRAND TOTAL of COLLISIONS and other ACCIDENTS to TRAINS in the United Kingdom, and Number of Persons Killed and Injured thereby, during the Year ended 31st December 1865.

	Number of Acci- dents.	Number of Passengers.		Number of Servants of Companies.		Other Persons not Passengers nor Servants of Companies.		TOTAL NUMBER of Passengers and Servants and others.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Number of Collisions between Passenger Trains -	14	-	203	-	5	-	-	-	208
Ditto - between Passenger Trains and other Trains or Engines - - - - -	51	1	599	4	23	-	-	5	622
Passenger Trains running into Sidings or off their proper Line, through Points being wrong - -	7	-	71	1	5	-	-	1	76
Passenger Trains or Portions of Trains getting off the Rails - - - - -	11	21	74	2	9	-	-	23	83
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking or getting out of order	2	-	5	-	3	-	-	-	8
Axles or Wheels or other parts of Carriages of Pas- senger Trains breaking - - - - -	5	-	7	-	-	-	-	-	7
Couplings breaking or becoming unhooked - -	-	-	-	-	-	-	-	-	-
Bursting of the Boilers of Engines of Passenger Trains - - - - -	1	-	-	-	-	1	-	1	-
Trains running into Stations at too great speed -	1	-	75	-	1	-	-	-	76
TOTAL Number of Collisions and other Acci- dents to Passenger Trains - - - - }	92	22	1,034	7	46	1	-	30	1,080
Collisions between Goods or Mineral Trains or Single Engines - - - - -	4	-	-	1	2	-	-	1	2
Goods or Mineral Trains running into Sidings or off their proper Lines through Points being wrong -	2	-	-	2	5	-	-	2	5
Goods or Mineral Trains getting off the Rails -	7	-	-	8	3	-	-	8	3
Axles or Wheels or Machinery of Engines attached to Goods or Mineral Trains breaking - - -	-	-	-	-	-	-	-	-	-
Axles or Wheels of Goods or Mineral Waggon breaking - - - - -	-	-	-	-	-	-	-	-	-
Couplings breaking - - - - -	1	-	-	1	-	-	-	1	-
Bursting of the Boilers of Engines of Goods or Mi- neral Trains - - - - -	6	-	-	7	15	-	1	7	16
TOTAL Collisions and other Accidents to Goods and Mineral Trains - - }	20	-	-	19	25	-	1	19	26
GRAND TOTAL to all Trains - -	112	22	1,034	26	71	1	1	49	1,106

PART II.

T R A F F I C, &c.

RETURNS by the several RAILWAY COMPANIES and other PROPRIETORS of RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND, showing the TRAFFIC upon their respective RAILWAYS in PASSENGERS and GOODS during the YEAR ended 31st December 1865.

THE Traffic Returns, which used formerly to be furnished to the Board of Trade by the several Railway Companies of the United Kingdom, in pursuance of the provisions of the Act 3 & 4 Vict. c. 97., are now obtained under Orders of the two Houses of Parliament.

In order to prevent reduplication in the mileage, each Company was directed, in returning the "Length of Line open," to exclude the length of those lines belonging to other Companies, over which the Company making the Return had merely "Running Powers," but to include half the length of "Joint Lines."

As it had been ascertained that no uniform rule had been adopted in the method of returning the number of passengers conveyed, each Railway Company was requested to count Return Tickets as two passengers, and children as whole passengers.

In order that the average fares per mile might be calculated in an uniform manner, the Companies were instructed to calculate them on the following principle:—"Divide the total obtained by adding together the ordinary fares for the *single* journey from either terminus of the line to every station on the line (including branches) by the total obtained by adding together the distance (in miles) of such terminus from each station."

The same instructions were given in respect of the express average fares for the *single* journey, in which case only the stations at which the express trains stop were to be counted.

All "Steam Boat," "Canal," and "Harbour" expenses were directed to be excluded.

It is to be understood that the responsibility for the correctness of the figures in this Return rests upon the different Railway Companies.

ENGLAND AND WALES - - - - -

RETURNS by the several RAILWAY COMPANIES in ENGLAND and WALES, showing the TRAFFIC upon their

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1864.	Length of Line open on 31st December 1865.			PASSENGER TRAFFIC.							GOODS TRAFFIC.							
		Double.	Single.	TOTAL.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.
					1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL Passengers.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.	
Aberdare - - -	<i>M.</i>	<i>M.</i>	<i>M.</i>	<i>M.</i>						<i>No.</i>	<i>No.</i>	<i>No.</i>	<i>No.</i>	<i>No.</i>	<i>No.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Abingdon - - -	<i>Leased to the Taff Vale.</i>																		
Anglesea Central - -	<i>Worked by the Great Western.</i>																		
Berks and Hants Ex- tension - - - }	-	-	4	4	2,025	21,147	8,571	31,743	-	7	4	41	400	40	5,458	2,899	-	2,899	3,262
Birkenhead - - -	<i>Worked by the Great Western.</i>																		
Birmingham, Wolver- hampton, and Stour Valley - - - }	<i>Vested jointly in the Great Western and London North-Western.</i>																		
Bishops Cleeve - - -	<i>Leased to the London and North-Western.</i>																		
Blackpool and Lytham -	8	-	8	8	27,095	-	159,451	186,546	1	-	-	149	-	-	-	-	-	-	-
Blyth and Tyne - - -	36	24	12	36	85,112	71,481	785,641	892,234	172	7	6	769	113	526	88	1,958,167	-	1,958,167	34,497
Bodmin and Wadebridge	14	-	14	14	23	1,023	3,392	4,438	-	-	-	-	10	-	-	6,249	8,967	15,216	8,458
Bognor - - -	<i>Worked by the London, Brighton, and South Coast.</i>																		
Bourton-on-the-Water -	<i>Worked by the Great Western.</i>																		
Brecon and Merthyr Tydfil Junction - - }	45	4	57	61	<i>This Return cannot be given this year.</i>														
Bridport - - -	<i>Leased to the Great Western.</i>																		
Bristol and Exeter - - (Including the "West Somerset.")	121	75	43	121	176,477	944,624	248,022	1,369,123	805	1,188	4,046	5,758	21,587	102,755	2,931	174,768	Mixed	174,768	325,498
Bristol and South Wales Union - - - }	<i>Worked by the Great Western.</i>																		
*Bristol Port Railway and Pier - - - }	-	-	6	6	26,710	49,230	153,751	229,691	1	-	-	-	-	-	-	-	-	-	-
Briton Ferry Floating Dock - - - }	<i>Worked by the Great Western.</i>																		
Buckinghamshire - - -	<i>Leased to the London and North-Western.</i>																		
Calne - - -	<i>Worked by the Great Western.</i>																		
CAMBRIAN - - -	128	9	126	135	45,873	151,469	615,440	812,782	25	257	1,065	1,992	19,172	31,911	23,119	27,086	194,893	221,979	92,877
Cannock Mineral - - -	<i>Leased to the London and North-Western.</i>																		
Carmarthen and Car- digan - - - }	19	-	19	19	6,427	30,424	113,363	150,214	-	28	50	221	1,474	545	9,588	27,218	-	27,218	34,667
Cheshire Lines Com- mittee - - - }	13	13	-	13	18,898	15,757	257,319	291,974	22	21	525	431	198	375	2,387	-	-	-	30,204
Cheshire Midland - - -	4	4	-	4	32,335	128,384	193,069	354,388	59	19	69	145	439	210	30	-	-	-	98,645
Garston and Liver- pool - - - }	3	3	-	3	3,288	6,235	156,875	166,398	10	-	-	40	-	-	-	-	-	-	8,203
Stockport & Wood- ley Junction - - }	20	20	-	20	54,524	150,876	607,863	812,760	94	40	594	646	637	535	2,447	-	-	-	157,052
Total Cheshire Lines Committee - - - }	<i>See Cheshire Lines Committee.</i>																		
Cheshire Midland - - -	<i>See London and North-Western.</i>																		
Chester and Holyhead -	9	-	9	9	4,569	50,468	31,204	86,241	27	4	44	185	1,083	7,592	57	215,740	29,227	244,967	24,755
†Cockermouth, Keswick, and Penrith - - - }	-	-	31	31	26,239	57,040	71,971	155,250	20	52	127	979	1,180	3,610	40	43,557	10,252	53,809	30,233
Colchester, Stour Valley, Sudbury, and Halstead }	<i>Leased to the Great Eastern.</i>																		
Coleford, Monmouth, Usk, and Pontypool - }	19	-	19	19	7,102	13,240	49,650	69,992	5	14	76	230	768	8,876	9,376	32,186	2,030	34,166	22,481
Colne Valley and Hal- stead - - - }	66	4	62	66	43,557	167,955	420,141	631,653	185	241	620	2,024	4,020	12,518	2,753	9,156	47,416	56,572	65,407
Cornwall - - -																			

* Return for year ending 28th February 1866.

† Return made up to 31st January 1866.

ENGLAND AND WALES.

respective RAILWAYS in PASSENGERS and GOODS, during the Year ended 31st December 1865.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.								TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.		RECEIPTS FROM PASSENGERS.						Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.				
						1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.														
2,124	900	3,024	8,496	3,600	12,096	d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£			
2,415	-	2,415	36,225	-	36,225	1'50	-	1'00	-	-	832	-	-	2,747	8	3,587	53	-	3,640	-	-	-	-	-	-	-	3,840		
9,143	16,332	25,475	163,801	336,051	499,852	1'76	1'30	0'89	-	-	2,016	3,156	18,690	467	24,329	463	-	24,812	16	85,755	-	-	85,755	8,531	94,302	119,114			
460	662	1,122	3,219	7,065	10,284	2'44	1'55	1'08	-	-	1	33	89	-	123	4	-	127	‡	638	586	1,224	831	2,055	2,182				
40,594	7,275	53,869	842,860	299,764	1,142,624	2'38	1'77	0'99	2'75	1'91	51,623	104,809	39,538	2,450	198,420	22,818	9,796	231,034	5,430	17,905	Mixd	17,905	97,386	120,721	351,755§				
5,872	-	5,872	30,911	-	30,911	2'49	1'77	0'97	-	-	905	1,239	3,160	5	5,309	95	-	5,404	-	-	-	-	-	-	-	5,404			
6,570	3,650	10,220	406,737	194,995	601,732	2'50	1'81	0'98	-	-	8,403	12,516	28,299	243	49,461	3,015	1,898	54,374	1,576	2,175	7,128	9,303	42,974	53,853	108,227				
-	-	-	-	-	-	2'07	1'49	0'92	-	-	361	1,244	1,507	-	3,112	283	-	3,395	152	1,425	-	-	1,425	2,286	3,863	7,258			
4,273	649	4,922	54,174	8,694	62,868	2'36	1'63	0'99	-	-	1,139	630	5,942	93	7,804	834	-	8,638	47	-	-	-	-	1,728	1,775	10,463			
10,291	2,035	12,326	192,352	72,114	264,966	2'10	1'30	0'80	-	-	1,173	2,585	2,361	165	6,284	561	-	6,845	287	-	-	-	-	11,513	11,800	18,645			
7,269	409	7,678	21,912	1,200	23,172	2'18	1'45	0'91	-	-	82	113	1,520	16	1,731	43	-	1,774	-	-	-	-	-	189	189	1,963			
21,833	3,093	24,926	268,938	82,068	351,006	-	-	-	-	-	2,394	3,328	9,823	274	13,819	4,488	-	17,807	334	-	-	-	-	13,430	13,764	34,071			
3,952	2,596	6,548	35,724	23,364	59,088	2'22	1'47	0'98	-	-	404	2,547	964	62	3,967	225	104	4,296	121	9,385	1,968	11,343	2,649	14,113	18,409				
2,935	1,638	4,573	84,685	52,861	137,546	2'49	1'73	0'98	-	-	2,732	4,522	2,863	57	10,174	581	-	10,755	136	4,537	917	5,454	5,292	10,882	21,637				
2,772	456	3,228	55,560	8,203	63,768	2'87	1'97	0'99	-	-	738	636	1,988	32	3,444	182	15	3,641	136	2,067	Mixd	2,067	3,058	5,261	8,902				
4,703	1,267	5,970	252,876	74,535	327,411	2'57	1'74	1'00	2'87	1'95	9,211	17,619	30,575	813	53,218	7,474	5,500	71,192	919	662	3,391	4,053	17,770	22,742	93,934				

‡ 10s. for carriage of Live Stock.

§ Exclusive of 1.143L toll from the London and South-Western Company; payments from South Devon Company, &c.

|| This includes the Receipts of foreign Coal and Coke and other Minerals.

¶ Exclusive of 436L for Rents, &c.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1864.	PASSENGER TRAFFIC.										GOODS TRAFFIC.								
		Length of Line open on 31st December 1865.			NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.	
		Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL PASSENGERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.		
Cowbridge - - -	M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.	
Cowes and Newport -	5	--	5	5	21,489	82,771	16,153	120,413	-	-	-	-	356	-	-	-	-	-	-	
Cromford and High Peak	34	3	31	34	Leased to the London and North-Western.															
Crystal Palace and South London Junction - - -	Worked by the London, Chatham, and Dover.																			
Dartmouth and Torbay -	Worked by the South Devon.																			
*Denbigh, Ruthin, and Corwen	19	--	19	19	4,919	10,755	44,983	60,657	-	-	22	31	380	1,229	1,583	1,415	-	-	8,561	3,684
Devon and Cornwall -	Worked by the London and South-Western.																			
Dowlais -	2	2	--	2	-	-	-	-	-	-	-	-	-	-	-	-	117,736	246,110	363,846	9,311
East Lincolnshire -	See the Great Northern.																			
East Somerset -	Worked by the Great-Western.																			
Ely Valley -	Worked by the Great Western.																			
Exeter and Crediton -	Leased to the London and South-Western.																			
Exeter and Exmouth -	Worked by the London and South-Western.																			
Faringdon - - -	Worked by the Great Western.																			
†Festiniog - - -	13	--	13	13	88	774	22,243	23,105	-	-	-	-	50	-	30	30	8,453	73,529	81,982	1,407
Fleetwood, Preston, and West Riding Junction }	8	1	7	8	2,750	4,605	102,236	109,591	49	-	-	-	297	276	174	68	63,403	27,877	91,280	4,857
Furness - - -	53	32	21	53	40,578	100,539	358,842	499,959	95	166	575	Numbers not kept.				234,493	746,450	1,030,943	275,577	
Garston and Liverpool -	See Cheshire Lines Committee.																			
Gloucester and Dean Forest - - -	Leased to the Great Western.																			
GREAT EASTERN - (Including the "Colchester, Stour Valley, Sudbury and Halstead," "Lowestoft," "Northern and Eastern," and "Royston and Hitchin.")	662	403	321	724	1,493,774	5,402,906	5,715,343	12,612,023	3,146	2,788	16,436	18,818	225,761	1,022,915	215,340	866,416	-	-	866,416	1,581,503
Lynn and Hunstanton -	15	--	15	15	14,794	18,178	108,914	141,886	7	60	218	138	1,990	13,099	3,194	5,854	-	-	5,854	29,497
Saffron Walden -	-	-	2	2	619	1,888	1,289	3,796	1	-	1	4	8	12	75	603	-	-	603	939
Tendring Hundred -	2	--	2	2	1,741	5,463	44,101	51,305	2	1	5	22	2	-	-	4,838	-	-	4,838	5,694
Ware, Hadham, and Buntingford - }	13	--	13	13	8,685	17,415	43,235	69,335	10	16	79	124	289	4,658	275	7,689	-	-	7,689	14,901
Total Great Eastern -	698	403	333	756	1,519,513	5,445,850	5,912,882	12,878,345	3,166	2,855	16,739	19,106	228,050	1,040,634	216,884	865,400	-	-	865,400	1,632,534
GREAT NORTHERN - (Including the "East Lincolnshire," and the "Nottingham and Grantham.")	403	335	69	404	680,943	2,536,226	3,356,501	6,573,670	3,759	2,981	20,516	23,754	113,338	546,863	113,103	2,225,101	Included in General Merchandise.	2,225,101	1,922,822	
Hatfield and St. Albans -	-	-	6	6	688	2,758	3,548	6,994	6	1	14	33	5	-	138	345		345	668	
Horncastle -	8	--	8	8	6,208	23,708	35,819	65,735	60	62	1,380	552	4,210	18,480	913	13,346		13,346	15,482	
Norwich and Spalding -	16	--	16	16	4,001	24,454	67,890	96,345	32	14	148	468	6,610	21,467	3,564	13,866		13,866	42,745	
Ramsey -	6	--	6	6	773	7,262	12,691	20,726	-	-	5	36	106	571	1,731	2,161		1,560	1,560	8,520
Total Great Northern -	433	335	108	440	6,022,643	2,594,408	3,476,449	6,768,470	3,857	3,063	22,094	24,943	129,734	538,544	119,879	2,254,248	-	-	2,254,248	1,990,237
Great North of England, Clarence and Hartlepool Junction - }	Leased to the North-Eastern.																			
†GREAT WESTERN - (Including the "Abingdon," "Berk and Hants Extension," "Bourton-on-the-Water," "Bridport," "Bristol and South Wales Union," "Coleford, Monmouth, Usk, and Pontypool," "East Somerset," "Ely Valley," "Faringdon" from 1st June, "Gloucester and Dean Forest," "Hereford, Ross, and Gloucester," "Leominster and Kingston," "Llangollen and Corwen," "Marlborough," "Milford," "Much Wenlock and Severn Junction," "Severn Valley," "Stourbridge," "Stratford-on-Avon," "Tenbury and Bewdley," "Vale of Llangollen," "Wellington and Severn Junction," "Witney," and the "Wycombe;" and half of the	1,225	787	449	1,236	2,063,912	8,734,547	8,718,374	17,516,833	2,970	8,990	40,205	39,102	144,465	572,766	170,553	3,295,752	1,527,317	4,823,069	2,346,274	

* This Return is for 5 months only, viz., from 1st October to 31st December; the previous 7 months cannot be given.

† Return made up for year ending 30th June 1866.

‡ Return made up for year ending 31st January 1866.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.										TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.			
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.				EX-PRESS.	RECEIPTS FROM PASSENGERS.							Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.								
						1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.		2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Coal and Coke.					Other Minerals.	TOTAL.											
5,501	-	-	5,501	26,211	-	-	26,211	2'06	2'00	0'88	-	-	-	-	-	917	2,700	269	-	-	3,886	653	23	4,567	-	-	-	-	-	-	-	-	-	4,567
1,129	350	1,488	21,693	4,651	26,344	2'25	1'69	0'99	-	-	-	-	-	-	-	405	533	1,226	-	-	2,164	118	-	-	2,282	70	-	-	-	-	574	750	1,394	3,676
-	-	15,350	15,350	-	-	30,700	30,700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,034	1,034	1,034
1,560	3,038	4,648	20,670	40,916	61,586	2'80	1'87	1'27	-	-	-	-	-	-	-	9	47	821	-	-	877	-	-	-	877	2	1,223	11,684	12,907	261	13,170	14,047		
2,938	1,725	4,663	20,566	12,075	32,641	2'00	1'50	1'00	-	-	-	-	-	-	-	137	154	2,130	104	2,525	39	-	-	2,564	11	1,577	2,166	3,743	648	4,402	6,966			
6,880	17,638	24,518	150,275	216,203	366,478	2'48	1'98	0'90	2'48	1'98	4,189	6,708	14,007	337	25,841	1,991	1	27,833	499	26,544	78,606	105,150	37,691	143,340	171,173									
144,625	57,862	202,487	3,407,443	2,792,907	6,200,350	2'35	1'87	0'97	2'87	2'00	190,087	268,774	303,940	29,628	792,429	40,224	21,342	862,995	72,035	133,745	-	-	133,745	604,665	810,445	1,673,440								
2,974	684	3,658	32,926	20,442	53,368	2'50	2'00	1'00	-	-	-	-	-	-	-	1,140	1,046	3,435	35	5,656	230	-	-	5,886	258	469	-	-	469	2,987	3,714	9,600		
448	-	448	-	-	-	3'00	2'00	1'00	-	-	-	-	-	-	-	13	23	11	2	54	1	-	-	55	1	20	-	-	20	103	124	179		
3,782	624	4,356	16,950	6,159	23,109	2'50	2'00	1'00	-	-	-	-	-	-	-	68	142	659	8	877	159	8	1,044	-	-	195	-	-	195	645	840	1,884		
2,782	1,248	4,030	37,368	16,794	54,162	2'50	2'00	1'00	-	-	-	-	-	-	-	627	986	1,353	21	2,987	19	-	-	3,006	58	449	-	-	449	1,653	2,160	5,166		
154,564	60,418	214,979	3,494,687	2,836,302	6,330,989	-	-	-	-	-	-	194,935	270,976	309,398	29,694	802,003	49,633	21,350	872,986	72,352	134,878	-	-	134,878	610,033	817,283	1,690,279							
21,440	41,099	62,539	3,245,100	4,671,547	7,916,647	2'13	1'06	0'99	-	-	-	198,279	274,428	218,525	15,561	706,793	80,815	9,579	803,187	40,095	428,134	Inc. in Gen. Mer.	428,134	635,783	1,104,012	1,907,199								
Included in Great Northern return.						2'00	1'33	1'00	-	-	-	26	36	28	3	93	2	-	95	1	9						9	36	46	141§				
"	"	"	"	"	"	2'05	2'00	1'00	-	-	-	286	395	314	18	1,013	125	-	1,188	138	718						718	1,390	2,246	3,381§				
"	"	"	"	"	"	2'60	1'70	0'97	-	-	-	1,056	1,451	1,162	9	3,678	126	-	3,804	519	901						901	4,970	6,390	10,194				
"	"	"	"	"	"	3'00	2'00	0'95	-	-	-	60	91	72	-	229	12	-	241	16	49	49	423	490	731§									
21,440	41,099	62,539	3,245,100	4,671,547	7,916,647	-	-	-	-	-	-	199,713	276,404	220,404	15,594	714,806	87,080	9,579	808,465	40,769	429,811	-	-	429,811	642,604	1,113,415	1,921,679							
251,627	88,926	340,553	7,054,813	6,146,225	13,204,038	2'03	1'50	0'94	2'38	1'74	409,641	719,005	482,982	19,199	1,630,827	159,997	53,309	1,844,133	42,680	501,386	-	-	501,386	1,100,044	1,734,710	3,578,843								

§ These Receipts are net, as the cost of working the line and the amount received for the same are included in the Great Northern Company's Return.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1864.	De- cember 1864.	PASSENGER TRAFFIC.										GOODS TRAFFIC.								
			Length of Line open on 31st December 1865.				NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.
			Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL PASSENGERS.	Cattle.					Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.		
GREAT WESTERN—cont. " Birkenhead," " Hammer-smith and City Junction," " Shrewsbury and Hereford," and " Tenbury," and part of the " West London Extension.")	M.	M.	M.	M.							No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.	
*Calne - - -	5	-	5	5	2,312	30,079	10,523	32,914	3	11	161	252	52	168	17,808	2,621	301	2,922	6,985		
Faringdon - - - (For 4 months ending 31st May.)	4	-	4	4	820	4,664	2,873	8,357	-	6	82	32	478	2,247	119	1,991	265	2,256	1,611		
*Nantwich and Market Drayton - - -	11	-	11	11	3,007	14,452	23,235	45,694	-	24	62	77	886	2,353	369	3,575	593	4,168	5,982		
Total Great Western -	1,245	787	469	1,250	2,070,031	6,773,742	8,760,005	17,603,798	2,973	9,031	40,340	39,463	145,881	577,534	188,349	3,303,939	1,528,476	4,832,415	2,360,832		
Hammersmith and City Junction - - -	Vested in the Great Western and Metropolitan.																				
Hatfield and St. Albans - - -	Worked by the Great Northern.																				
Hereford, Ross, and Gloucester - - -	See the " Great Western."																				
Horncastle - - -	Worked by the Great Northern.																				
Hull and Hornsea - - -	13	-	13	13	12,864	18,781	130,807	162,462	214	7	10	79	156	2,268	53	8,937	1,674	10,611	15,306		
Hull and Selby - - -	Leased to the North-Eastern.																				
Isle of Wight - - -	8	-	8	8	40,378	200,208	12,232	252,818	37	-	-	697	-	-	-	6,468	7,227	13,695	2,463		
Kendal and Windermere - - -	Leased to the London and North-Western.																				
Kent Coast - - -	Worked by the London, Chatham, and Dover.																				
Knighton - - -	Worked by the London and North-Western.																				
LANCASHIRE AND YORKSHIRE - - -	403	388	15	403	2,251,278	4,116,568	13,379,202	19,747,046	4,778	1,606	5,677	37,404	154,420	580,700	80,031	2,727,646	972,981	3,700,627	3,047,829		
Preston and Wyre - - -	28	17	11	28	127,318	224,000	610,283	961,601	299	173	1,087	1,492	5,134	8,526	8,081	116,612	71,848	187,860	103,980		
Total Lancashire and Yorkshire - - -	431	405	26	431	2,378,596	4,340,568	13,989,485	20,708,647	5,077	1,779	6,764	38,896	159,554	589,226	88,112	2,844,258	1,044,829	3,888,487	3,151,809		
Lancaster and Carlisle - - -	Leased to the London and North-Western.																				
Launceston and South Devon - - -	Worked by the South Devon.																				
Leominster and Kington - - -	Worked by the Great Western.																				
Liskeard and Caradon - - -	10	-	10	10	-	-	-	-	-	-	-	-	-	-	-	13,456	33,997	47,453	1,202		
Llanelli Railway & Dock (Including the " Vale of Towy.") - - -	47	-	60	60	4,845	9,247	199,618	213,710	139	10	19	572	1,288	1,915	2,940	478,131	51,737	529,868	33,889		
Llangollen and Corwen - - -	Worked by the Great Western.																				
Llantrisant and Taff Vale Junction - - -	Worked by the Taff Vale.																				
Llynvi Valley - - -	21	-	20	20	244	1,654	58,679	60,577	-	-	-	-	-	-	-	179,433	141,701	321,134	67,908		
LONDON AND BLACKWALL: - - -																					
Local Traffic - - -	5	5	-	5	665,821	3,540,899	79,439	4,286,159	-	-	-	-	-	-	-	-	-	-	-		
Foreign Traffic - - -	-	-	-	-	1,175,999	1,172,363	4,498,279	6,846,641	1,626	-	-	-	-	-	-	31,054	-	31,054	430,486		
Total London and Blackwall - - -	5	5	-	5	1,841,820	4,713,262	4,577,748	11,132,800	1,626	-	-	-	-	-	-	31,054	-	31,054	430,486		
London and Greenwich - - -	Leased to the South-Eastern.																				
London and North-Western - - - (Including the " Birmingham, Wolverhampton, and Stour Valley," " Buckinghamshire," " Cannock Mineral," " Chester and Holyhead and Branches," " Cromford and High Peak," " Kendal and Windermere," " Knighton," " Lancaster and Carlisle," " Merthyr, Tredegar, and Aber-gavenny," " North Union," " St. George's Harbour," " Shropshire Union," " South Lancashire," " South Staffordshire & Branches," " Stockport, Disley, and Whaley Bridge," " Warrington and Stockport," " Watford and Rickmansworth," and half of the " Birkenhead and Branches," " Shrewsbury and Hereford," " Tenbury," and part of the " West London Extension.")	1,274	1,036	238	1,274	2,807,296	8,478,907	12,424,797	23,711,000	7,640	13,423	34,266	35,761	402,042	1,260,574	425,763	{ No separate account kept }			9,039,650	4,383,927	

* Return made up for year ending 31st January 1866.

† These figures show children as half passengers only.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.	RECEIPTS FROM PASSENGERS.						Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.				
						1st Class.	2d Class.	3d Class or Parliamentary.		1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Coal and Coke.					Other Minerals.	TOTAL.							
									1st Class.													2d Class.			3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	
						d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£		
3,732	Goods traffic carried by Passenger Trains.	3,732	19,593	Goods traffic carried by Passenger Trains.	19,593	3'13	2'08	1'00	-	-	156	852	239	13	1,260	137	25	1,422	245	131	20	151	1,466	1,862	3,284			
1,570		1,570	5,495		5,495	3'42	2'28	1'00	-	-	38	136	42	-	216	31	8	255	-	Included in general merchandise.			246	246	501			
2,551		2,551	27,423		27,423	2'38	1'57	0'89	-	-	239	654	734	-	-	1,627	115	-	1,742	65				1,179	1,244	2,986		
359,450	88,926	348,406	7,107,324	6,149,225	13,256,549	-	-	-	-	-	410,074	720,647	483,997	19,212	1,633,930	160,280	53,342	1,847,552	42,990	504,517	20	504,537	1,193,535	1,738,062	3,585,644			
3,069	622	3,691	39,897	8,083	47,985	2'32	1'76	0'96	-	-	711	663	3,347	362	5,083	172	-	5,255	31	678	156	834	1,514	2,379	7,634			
6,486	208	6,694	57,312	1,664	58,976	2'50	1'50	0'88	-	-	2,485	6,090	204	90	8,869	259	31	9,159	-	452	383	835	311	1,146	10,305			
29,585	144,476	374,311	4,012,076	3,202,552	7,214,628	1'46	1'28	0'74	-	-	152,522	210,113	387,829	33,220	738,684	62,708	5,536	851,928	22,819	182,531	Incd in Mer.	182,531	1,019,312	1,224,662	2,076,590			
13,773	4,767	18,540	162,577	82,375	244,952	1'31	1'05	0'46	-	-	10,811	12,007	18,248	1,438	42,504	2,417	400	45,321	402	6,655	Mer.	6,655	27,675	34,732	80,053			
43,608	149,243	392,851	4,774,653	3,231,927	7,459,580	-	-	-	-	-	163,333	222,120	406,077	34,653	826,188	65,125	5,936	897,249	23,221	189,186	-	189,186	1,046,987	1,259,394	2,156,643			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,488	5,640	8,128	276	8,404	8,404			
1,905	1,500	3,808	81,413	81,663	163,076	2'02	1'53	0'99	-	-	593	663	6,799	154	8,209	26	39	8,274	139	17,244	3,774	21,018	7,145	28,302	36,576			
1,926	2,743	4,674	16,446	29,482	45,928	3'00	2'00	1'00	-	-	18	79	1,413	-	1,510	-	-	1,510	-	4,568	8,432	13,000	7,827	20,827	22,337			
22,004	No acct.	42,004	168,016	No acct.	168,016	2'35	1'57	0'96	-	-	13,212	41,541	535	-	55,288	265	-	55,553	-	-	-	-	-	-	55,553			
-	No account kept.	-	-	-	-	-	-	-	-	-	6,948	6,881	19,640	1,301	34,770	541	-	35,311	-	1,188	-	1,188	13,427	14,615	49,926			
22,004	-	42,004	168,016	-	168,016	-	-	-	-	-	20,160	48,422	20,175	1,304	90,053	806	-	90,864	-	1,188	-	1,188	13,427	14,615	105,479			
16,179	338,219	754,398	10,253,026	10,439,117	20,692,143	1'95	1'44	0'35	2'50	1'96	756,461	816,233	707,868	41,564	2,322,126	260,458	141,913	2,724,497	146,233	{ No separate account kept. }			891,818	2,514,331	3,552,382	6,276,879		

† These receipts include the traffic carried by the Company's steamboats of which no separate account is kept.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1864.	Length of Line open on 31st December 1865.				PASSENGER TRAFFIC.								GOODS TRAFFIC.							
		Double.	Single.	TOTAL.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.		
					1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL Passengers.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.			
	M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.		
London and South-Western (Including the "Bishop's Cleeve," "Devon and Cornwall," "Exeter and Crediton," "Exeter and Exmouth," "Lymington," "Mid Hants," "Ringwood, Christchurch, and Bournemouth," "Salisbury and Yeovil," "Staines, Wokingham and Woking," "Stokes Bay Railway and Pier," and the "Weymouth and Portland.")	529	331	245	576	2,450,230	5,665,804	2,482,209	10,598,243	7,459	4,208	19,949	32,011	71,199	441,904	31,460	481,282	-	481,282	958,463		
London, Brighton, and South Coast (Including the "Bognor," "Epsom and Leatherhead," "Wimbledon and Croydon," and part of the "Victoria Station and Pimlico.")	249	203	72	275	2,162,455	2,852,783	9,645,630	14,660,873	7,047	7,853	18,117	24,195	20,664	153,736	17,351	406,893	104,301	511,194	559,894		
London, Chatham, and Dover (Including the "Crystal Palace and South London Junction," "Kent Coast," "Mid-Kent (Bromley to St. Mary's Cray)," "Seven-oaks, Maidstone, and Tunbridge," "Sittingbourne and Sheerness," and part of "Victoria Station and Pimlico.")	127	124	8	132	721,348	1,243,105	7,277,513	9,241,966	2,061	619	2,979	8,643	15,924	53,712	2,271	Not classified			307,845		
Londonderry (Seaham) to Sunderland (Private Property.)	7	6	1	7	5,356	13,310	180,951	199,617	8	-	-	-	129	-	-	633,636	91,186	724,822	3,400		
London, Tilbury, and Southend (Including the traffic over it by the "Great Eastern," "London and Blackwall," and the "North London.")	44	41	3	44	326,447	386,616	1,024,143	1,737,206	470	72	355	2,209	20,961	43,441	1,353	2,160	-	2,160	91,640		
Lowestoft - - -	Included in the Great Eastern Return.																				
Ludlow and Cleve Hill - - -	-	-	-	6	6	-	-	-	-	-	-	-	-	-	-	4,070	10,413	14,483	22		
Lymington - - -	Worked by the London and South-Western.																				
Lynn and Hunstanton - - -	Worked by the Great Eastern.																				
Manchester, Buxton, Matlock, and Midlands Junction (Leased to the London and North-Western and Midland, and Worked by the Midland.)																					
Manchester, Sheffield, and Lincolnshire (Including the "South Yorkshire and River Dun.")	238	195	51	246	226,116	690,314	4,065,802	4,982,232	864	469	3,833	7,266	56,175	137,674	58,140	2,091,842	54,672	2,146,514	1,492,462		
Manchester, South Junction, and Altrincham (Joint Property of the "London and North-Western" and "Manchester, Sheffield, and Lincolnshire.")	9	9	-	9	371,019	264,953	1,335,208	1,971,180	939	90	1,194	3,416	37,230	169,105	31,848	86,336	357,361	443,697	567,109		
Marlborough - - -	Worked by the Great Western.																				
Maryport and Carlisle - - -	24	28	-	28	13,297	66,717	130,373	210,887	60	76	336	996	4,624	18,932	546	440,413	216,222	656,635	75,242		
Merthyr, Tredegar, and Abergavenny (Leased to the London and North-Western.)	4	5	-	5	1,233,347	2,646,930	11,000,948	15,021,275	5,493	-	-	-	173	-	-	-	-	-	-		
Metropolitan - - -																					
Mid Hants - - -	Worked by the London and South-Western.																				
Mid Kent (Bromley to St. Mary Cray) (Leased to the London, Chatham, and Dover.)																					
MIDLAND (Including the "North-Western," and the "Red-ditch," and half the Olney and Ilkley Joint Line.)	668	627	50	677	775,142	2,406,390	7,596,514	10,778,046	2,632	No account kept										5,294,646	3,731,491
Manchester, Buxton, Matlock, and Midlands Junction (No separate account kept)	12	12	-	12	35,828	99,441	175,224	310,493	9	No separate account kept										55,213	169,200
Tewkesbury and Malvern (No separate account kept)	11	11	-	11	13,145	36,296	41,071	90,512	4	No separate account kept										2,440	2,937
Total Midland - - -	691	650	50	700	824,115	2,542,127	7,812,809	11,179,051	2,645	-	-	-	-	-	-	-	-	5,352,299	3,903,628		
Mid-Wales - - -	47	-	48	48	7,932	19,183	143,680	170,795	7	48	129	116	No numbers kept.			{ No separate account kept. }			63,107	24,491	
Milford - - -	Worked by the Great Western.																				
Monmouthshire - - -	49	30	19	49	15,222	76,928	727,500	819,650	38	77	233	1,238	1,265	9,414	2,429	1,308,393	793,554	2,101,947	208,631		
Much Wenlock and Severn Junction (Worked by the Great Western.)																					
Nantwich and Market Drayton (Worked by the Great Western.)																					

* Children counted as half passengers.

† The Company state that the figures in this column of the Return for 1864 should be 5,281,749, and not as returned in error 4,281,749.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.		EX-PRESS.	RECEIPTS FROM PASSENGERS.						TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.					
						1st Class.	2d Class.		3d Class or Parliamentary.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.					Coal and Coke.	Other Minerals.	TOTAL.							
						d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
238,777	68,052	306,829	4,028,004	1,679,978	5,707,982	2'31	1'70	0'08	2'69	1'95	294,495	384,343	223,993	52,437	955,268	76,176	21,748	1,053,192	19,538	44,390	-	44,390	360,723	424,651	1,477,843			
252,412	42,970	295,382	3,526,997	576,301	4,103,298	1'92	1'43	0'90	2'59	2'10	253,338	216,399	257,922	59,081	786,740	42,417	1,910	831,067	8,445	35,638	12,946	48,584	167,020	224,049	1,055,116			
81,830	6,018	87,848	1,582,869	245,947	1,828,816	2'44	1'66	0'95	3'01	2'03	85,043	73,045	179,455	10,446	347,989	16,463	93	364,545	3,589	Not classified.			78,762	82,351	446,896			
4,138	9,300	13,438	25,368	96,797	122,165	2'00	1'05	1'00	-	-	181	294	3,001	55	3,531	70	70	3,671	Nil.	12,147	1,739	13,886	311	14,197	17,868			
15,420	804	16,224	238,246	33,922	272,168	1'03	0'74	-	0'96	0'68	13,333	7,262	25,792	2,552	48,939	1,733	25	50,697	1,952	132	-	132	10,555	12,639	63,336			
-	520	520	-	8,840	8,840	-	-	-	-	-	-	-	-	-	-	-	-	-	-	153	543	696	1	697	697			
75,386	60,411	135,797	1,296,111	1,819,792	3,115,903	2'43	1'74	0'97	-	-	37,752	63,952	129,040	5,913	236,657	29,271	2,622	268,550	12,144	158,328	6,268	164,596	422,340	599,080	867,630			
31,164	24,051	55,215	213,647	88,161	301,808	1'44	1'14	0'78	1'45	1'09	14,396	7,820	18,937	9,734	50,887	2,845	60	53,792	682	1,803	7,178	8,981	17,808	27,471	81,263			
2,734	11,243	13,977	76,552	232,404	308,956	2'49	1'80	0'99	-	-	2,152	5,672	7,783	247	15,854	1,223	841	17,918	601	33,032	16,190	49,222	11,979	61,802	79,720			
104,314	-	104,314	366,988	-	366,988	2'52	1'83	1'00	-	-	21,900	29,446	83,797	5,426	140,569	185	-	140,754	-	-	-	-	-	-	-	140,754		
79,294	192,120	371,414	4,563,165	6,668,869	11,231,534	2'22	1'61	0'96	-	-	153,034	256,088	357,818	13,336	780,274	79,672	42,799	902,745	28,675	No separate account kept.			590,649	1,179,799	1,799,123	2,701,868		
5,020	2,556	7,606	54,960	26,832	81,792	2'43	1'79	0'98	-	-	2,051	4,283	3,673	17	10,024	398	-	10,422	77				3,138	9,515	12,730	23,152		
2,716	726	3,442	31,142	8,035	39,177	2'52	1'72	0'97	-	-	822	1,047	908	3	2,780	95	-	2,875	4				54	178	236	3,111		
87,030	195,482	382,462	4,649,267	6,703,236	11,352,503	-	-	-	-	-	155,907	304,416	362,399	13,386	793,078	80,465	42,799	916,042	28,786	-	-	-	593,841	1,189,492	1,812,033	2,728,154		
1,270	1,268	2,538	98,538	65,678	164,216	2'50	1'75	0'99	-	-	1,178	1,266	7,001	59	9,504	392	-	9,896	278	No separate account kept.			5,733	5,855	11,866	21,762		
15,282	43,362	58,644	163,908	360,115	524,023	2'51	1'48	0'98	-	-	1,301	3,458	16,991	190	21,940	1,079	137	23,156	226				44,835	44,416	99,251	35,575	125,052	148,208

† Exclusive of 28,991*l.* for steam receipts, and 2,728*l.* for South-Eastern toll.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1864.	PASSENGER TRAFFIC.										GOODS TRAFFIC.							
		Length of Line open on 31st December 1865.			NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.
		Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL Passengers.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.	
	M.	M.	M.	M.					No.	No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.
North and South Western Junction	5	4	1	5	138,722	479,809	28	618,559	4	-	-	-	6,538	50,282	1,337	247,699	-	247,699	55,879
North-Eastern (Including the "Great North of England, Clarence, and Hartlepool," and the "Hull and Selby.")	1,159	736	469	1205	901,569	3,329,144	8,746,422	12,977,135	3,502	2,624	20,858	24,324	234,725	1,055,256	133,291	12,377,483	2,932,506	15,309,991	4,305,661
Northern and Eastern	Leased to the Great Eastern.																		
North London	9	12	-	12	1,384,968	4,193,214	3,594,137	9,172,319	796	-	-	-	227,007	323,516	24,870	668,322	-	668,322	635,307
North Staffordshire	144	118	26	144	233,518	600,099	1,551,212	2,384,829	630	Numbers not kept.			10,187	10,413	12,751	478,733	361,642	840,375	733,580
North Union	Leased to the Lancashire and Yorkshire, and London and North-Western. Included in London and North-Western's return.																		
North-Western	Leased to the Midland.																		
Norwich and Spalding	Worked by the Great Northern.																		
Nottingham and Grantham Railway and Canal	Leased to the Great Northern.																		
Oldham, Ashton-under-Lyne, and Guide Bridge Junction	5	5	-	5	9,973	24,036	340,585	374,594	7	18	75	384	104	-	-	-	-	-	40,886
Pembroke and Tenby	12	-	12	12	10,681	46,838	85,624	143,143	6	-	-	-	535	3	66	665	7	6,461	6,468
Penarth Harbour Dock and Railway	Leased to the Taff Vale.																		
Ramsey	Worked by the Great Northern.																		
Redditch	Worked by the Midland.																		
Redruth and Chasewater	9	-	9	9	-	-	-	-	-	-	-	-	-	-	-	50,900	40,398	91,298	6,153
Rhymney	24	3	21	24	1,922	6,798	154,312	163,032	3	Included in Parcels Traffic.			834	1,266	983	1,548,167	221,655	1,769,822	47,000
Ringwood, Christchurch, and Bournemouth	Worked by the London and South-Western.																		
Royston and Hitchin	Leased to the Great Northern, but Worked by the Great Eastern.																		
St. George's Harbour	Worked by the London and North-Western.																		
Salisbury and Yeovil	Leased to the London and South-Western.																		
Saundersfoot Railway and Harbour	7	-	7	7	-	-	-	-	-	-	-	-	-	-	-	-	36,354	14,047	50,401
Sevenoaks, Maidstone, and Tunbridge	Worked by the London, Chatham, and Dover.																		
Severn Valley	Leased to the Great Western.																		
Shrewsbury and Hereford	Included in the Great Western, and London and North-Western Returns.																		
Shropshire Union Railways and Canal	Leased to the London and North-Western.																		
Sirhowy, from 19th June 1865	-	-	14	14	781	2,726	41,871	45,378	-	-	-	7	11	4	15	109,588	103,499	213,087	17,632
Sittingbourne and Sheerness	Leased to the London, Chatham, and Dover.																		
Somerset and Dorset	66	31	35	66	35,400	241,112	93,554	370,066	31	121	766	1,405	4,382	31,437	1,863	Not separated.			62,328
SOUTH DEVON (Including the "Dartmouth and Torbay," and the "Launceston and South Devon," from 1st July.)	81	34	66	100	143,899	614,124	817,342	1,575,365	243	754	2,534	5,179	9,522	19,344	2,353	38,731	46,971	85,702	206,371
West Cornwall, for 6 months ending 31st December	42	1	41	42	14,362	82,898	104,005	201,263	42	26	40	275	290	2,385	241	36,719	10,389	47,108	19,740
Total South Devon	123	35	107	142	158,261	697,022	924,347	1,776,630	285	780	2,574	5,454	9,812	24,720	2,594	75,450	67,360	132,810	226,121
*South-Eastern (Including the "London and Greenwich.")	291	275	22	297	1,761,965	3,572,841	10,807,532	16,141,833	5,340	2,692	10,176	21,795	24,905	218,842	6,469	208,361	-	203,361	741,998
South Leicestershire	Worked by the London and North-Western.																		
South Staffordshire	Leased to the London and North-Western.																		
South Yorkshire and River Don	Leased to the Manchester, Sheffield, and Lincolnshire.																		
Staines, Wokingham, and Woking	Leased to the London and South-Western.																		
Stamford and Essendine	4	4	-	4	6,465	26,930	45,500	78,895	NIL	51	332	377	1,387	9,876	4,294	5,012	4,324	9,366	6,470
Stockport and Woodley Junction	See Cheshire Lines Committee.																		
Stockport, Disley, and Whaley Bridge	Worked by the London and North-Western.																		
Stokes Bay Railway and Pier	Worked by the London and South-Western.																		

* Return for year ending 31st Jan. 1866.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.										TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.	RECEIPTS FROM PASSENGERS.								TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
						1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Coal and Coke.	Other Minerals.					TOTAL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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24,448	7,065	31,513	59,855	28,948	88,803	1'55	1'03	1'00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

† Exclusive of 26,474 $\frac{1}{2}$, the share of traffic over the line by the London and North-Western, and 4,183 $\frac{1}{2}$ for Rents and Tolls for Sidings.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec- ember 1864.	PASSENGER TRAFFIC.										GOODS TRAFFIC.												
		Length of Line open on 31st Dec- ember 1865.			NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.					
		Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL PASSENGERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.						
<i>Stourbridge</i> - - -	<i>M.</i>	<i>M.</i>	<i>M.</i>	<i>M.</i>	<i>Worked by the Great Western.</i>										<i>No.</i>	<i>No.</i>	<i>No.</i>	<i>No.</i>	<i>No.</i>	<i>No.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
<i>Stratford-upon-Avon</i> - - -	<i>Worked by the Great Western.</i>																							
Swansea Vale - - -	20	- -	20	20	3,047	7,865	140,651	151,563	- -	- -	- -	124	- -	- -	- -	379,428	102,301	481,729	36,112					
Taff Vale - - - (Including the "Aber- dare" and "Llantrissant and Taff Vale Junction.")	64	49	21	70	21,265	43,151	668,577	732,993	361	53	85	727	571	8,528	178	2,855,198	336,009	3,191,207	175,658					
*Cowbridge - - -	- -	- -	6	6	769	898	12,030	13,697	- -	- -	- -	4	173	1,213	18	5,318	63	5,381	3,194					
Total Taff Vale - - -	64	49	27	76	22,034	44,049	680,607	746,690	361	53	85	731	744	9,741	196	2,860,516	336,072	3,196,588	178,852					
<i>Tenbury</i> - - -	<i>Leased to the Great Western and London and North-Western.</i>																							
<i>Tenbury and Bewdley</i> - - -	<i>Worked by the Great Western.</i>																							
<i>Tendring Hundred</i> - - -	<i>Worked by the Great Eastern.</i>																							
<i>Twokesbury and Malvern</i> - - -	<i>Worked by the Midland.</i>																							
Vale of Clwyd - - -	10	- -	10	10	21,714	45,706	116,866	184,286	18	80	70	596	2,805	3,500	10,657	19,991	In general Merchandise.	19,991	18,493					
Vale of Llangollen - - -	<i>Worked by the Great Western.</i>																							
Vale of Neath - - -	44	26	18	44	No Return made.																			
Vale of Towy - - -	<i>Leased to the Llanelly.</i>																							
Victoria Station and Pimlico - - -	<i>Line used by the London, Brighton, and South Coast, London, Chatham, and Dover, and the Great Western.</i>																							
Ware, Hadham, and Buntingford - - -	<i>Worked by the Great Eastern.</i>																							
Warrington and Stock- port - - -	<i>Included in the London and North-Western.</i>																							
Watford and Rickmans- worth - - -	<i>Worked by the London and North-Western.</i>																							
Wellington and Severn Junction - - -	<i>Leased to the Great Western.</i>																							
West Cornwall - - - (For 6 months ending 30th June. For remaining 6 months see the "South Devon.")	- -	- -	- -	- -	11,491	77,052	72,857	161,400	12	14	39	156	158	1,261	131	36,503	7,355	43,858	26,112					
West London Extension - - -	<i>Line used by the London and North-Western, Great Western, London and South-Western, and London, Brighton, and South Coast.</i>																							
West Somerset - - -	<i>Leased to the Bristol and Exeter.</i>																							
West Somerset Mineral - - -	12	- -	12	12	123	2,464	2,253	4,840	- -	- -	- -	- -	- -	- -	4	4,176	19,610	23,786	3,695					
Weymouth and Portland - - -	<i>Worked by the London and South-Western.</i>																							
Whitehaven and Fur- ness Junction - - -	35	- -	35	35	19,922	34,250	188,120	242,292	56	46	201	1,244	1,368	766	710	68,790	699,281	768,071	30,747					
Whitehaven, Cleator, and Egremont - - -	10	4	6	10	10,995	Nil.	157,635	168,630	41	- -	- -	60	100	200	60	67,283	720,594	787,877	7,356					
Whitehaven Junction - - -	13	12	1	13	18,758	133,844	102,657	255,259	104	82	253	969	2,421	812	618	232,378	43,105	275,483	41,406					
Willoughby D'Eresby's, Lord (Edenham to Little Bytham) - - - (Private Property.)	4	- -	4	4	376	1,337	3,468	5,176	- -	4	9	19	333	3,283	- -	2,152	Nil.	2,152	1,752					
Wimbledon and Croydon - - -	<i>Leased to the London, Brighton, and South Coast.</i>																							
Witney - - -	<i>Worked by the Great Western.</i>																							
Wycombe - - -	<i>Leased to the Great Western.</i>																							
TOTAL ENGLAND AND WALES - - -	8,890	6,081	3,170	9,251	25,053,443	64,520,707	127,120,065	216,693,598	63,997	52,286	210,203	312,166	1,874,020	7,001,654	1,448,731	37,871,731	11,516,618	63,892,007	30,440,967					

* The Railway was opened for goods traffic on 10th Feb. and for passengers on 18th Sept. 1865.

The "Brecon and Merthyr Tydfil Junction" and "Vale of Neath" Companies have not made Returns of Traffic for 1865.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.		
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.		EX-PRESS.		RECEIPTS FROM PASSENGERS.										TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.		TOTAL Receipts from Goods Traffic.	
						1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	RECEIPTS FROM PASSENGERS.					Total from Passengers.	Coal and Coke.	Other Minerals.	TOTAL.											
											1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.															
2,138	4,364	6,502	26,116	40,073	66,789	2'57	1'72	0'96	-	-	-	203	365	3,129	-	-	3,697	152	-	-	3,849	-	-	9,430	2,432	41,862	5,273	17,135	20,984	
12,296	31,764	44,060	161,785	879,501	1,041,286	2'05	1'55	1'00	-	-	-	2,152	2,687	22,800	578	28,217	-	-	1,000	29,217	205	221,945	25,223	247,168	29,038	276,411	305,623			
630	595	1,225	3,632	3,419	7,051	2'25	1'75	1'12	-	-	-	37	33	235	-	-	305	-	-	-	305	-	-	344	5	349	674	1,023	1,328	
12,926	32,359	45,285	165,447	882,920	1,048,337	-	-	-	-	-	-	2,189	2,720	23,035	578	28,522	-	-	1,000	29,522	205	222,289	25,223	247,517	29,742	277,434	306,956			
3,389	1,223	4,612	33,890	12,230	46,120	2'22	1'70	0'96	-	-	-	1,214	1,891	3,004	83	6,192	348	15	6,555	182	1,174	In general Merchandise.		1,174	1,976	3,332	9,887			
1,704	1,852	3,556	49,342	24,962	74,304	2'33	1'67	0'98	-	-	-	1,153	4,160	2,638	87	8,038	1,839	759	10,636	83	5,032	1,409	6,441	4,477	11,061	21,637				
-	-	-	-	-	-	1'92	1'44	0'96	-	-	-	4	56	30	-	90	-	-	-	90	-	-	488	3,032	3,520	576	4,096	4,196		
2,237	807	3,044	73,793	65,363	144,156	2'48	1'98	0'98	-	-	-	1,634	2,710	6,256	237	10,837	877	-	-	11,714	171	3,490	24,701	28,191	6,301	34,663	46,377			
2,210	10,604	12,814	26,591	69,914	96,505	1'58	Nil.	0'94	-	-	-	203	Nil.	1,871	42	2,116	77	-	-	2,193	15	2,421	23,521	30,942	560	31,517	33,710			
1,429	2,872	4,301	34,380	97,964	132,244	2'54	1'88	0'97	-	-	-	1,069	4,693	3,361	292	9,415	607	364	10,386	153	12,027	22,407	34,524	5,332	40,009	50,395				
3,170	Mixed.	3,170	13,076	-	13,076	2½	1½	0'97	-	-	-	12	28	58	-	98	15	-	-	113	16	166	Nil.	166	130	312	425			
1,863,610	1,622,254	4,485,864	58,350,587	56,135,930	114,495,517							3,228,361	4,254,804	4,581,630	396,027	12,460,812	1,114,756	405,638	13,981,206	490,833	3,154,879	721,637	5,368,482	10,325,750	16,185,105	30,166,311				

SCOTLAND.

RETURNS by the several RAILWAY COMPANIES in SCOTLAND, showing the TRAFFIC upon their

NAME OF RAILWAY COMPANY.	Length of Line open on 31st December 1864.	PASSENGER TRAFFIC.								GOODS TRAFFIC.										
		Length of Line open on 31st December 1865.			NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.	
		Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL Passengers.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.		
<i>Aberdeen and Turriff</i> -		M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.
<i>Alford Valley</i> -		Worked by the Great North of Scotland.																		
<i>Alyth</i> -		Worked by the Great North of Scotland.																		
<i>Arbroath and Forfar</i> -		Leased to the Scottish North-Eastern.																		
<i>Ayr and Maybole</i> -		Leased to the Scottish North-Eastern.																		
<i>Banff Macduff and Turriff Extension</i> -		Worked by the Glasgow and South-Western.																		
<i>Banffshire</i> -		Worked by the Great North of Scotland.																		
<i>Berwickshire</i> -		Worked by the North British.																		
<i>Busby</i> -		Worked by the Caledonian.																		
CALEDONIAN* (Including the "Busby," "Greenock and Wemyss Bay," and "Portpatrick.")	472	283	211	494	852,832	419,082	5,318,811	6,590,725	1,879	-	-	-	-	163,776	635,982	29,347	Not separated.		5,226,275	1,505,910
<i>Carlisle and Silloth Bay</i>	Leased to the North British.																			
<i>Deeside</i> -	32	-	32	32	56,275	-	276,140	332,415	764	299	249	1,544	3,870	2,392	563	12,314	42,438	54,752	39,732	
<i>Devon Valley</i> -	Worked by the North British.																			
<i>Drumpeller</i> -	See "Forth and Clyde Navigation."																			
<i>Edinburgh and Bathgate</i>	Leased to the North British.																			
<i>Findhorn</i> -	Worked by the Highland.																			
<i>Formartine and Buchan</i>	Worked by the Great North of Scotland.																			
*Forth and Clyde Junction	30	-	30	30	11,178	-	78,115	89,293	77	45	80	489	1,304	8,874	69	41,231	16,891	58,122	29,061	
Forth and Clyde Navigation (Owners of the "Drumpeller Railway.")	2	-	2	2	-	-	-	-	-	-	-	-	-	-	-	273,670	-	273,670	-	
<i>Glasgow and Milngavie Junction</i>	Worked by the North British.																			
GLASGOW AND SOUTH-WESTERN* (Including the "Kilmarnock and Troon," and one half of Glasgow and Paisley Joint Line.)	245	173	76	249	235,078	628,786	1,670,476	2,532,340	584	No account kept.			Numbers cannot be given as these Companies count by Wagon Loads.			No separate account kept.			2,950,381	369,573
<i>Ayr and Maybole Junction</i> -	5	-	5	5	7,816	24,380	62,247	94,443	8										13,010	24,500
Total Glasgow and South-Western -	250	173	81	254	242,894	653,166	1,732,723	2,626,783	592	-	-	-	-	-	-	-	-	-	2,963,391	394,073
GREAT NORTH OF SCOTLAND* (Including the "Inverury and Old Meldrum.")	58	5	53	58	75,472	-	541,730	617,202	846	176	662	2,336	48,896	46,436	1,957	64,350	44,962	109,312	164,338	
†Aberdeen and Turriff	18	-	18	18	8,864	-	71,532	80,396	167	28	91	287	9,543	3,889	154	5,618	4,433	10,051	23,265	
<i>Alford Valley</i> † -	16	-	16	16	5,434	-	51,888	57,322	200	24	38	316	4,795	1,051	205	4,146	19,786	23,932	26,085	
<i>Banff, Macduff, and Turriff Extension</i> †	11	-	11	11	6,021	-	49,110	55,131	158	8	17	128	990	586	14	1,783	1,236	3,024	6,467	
<i>Banffshire</i> † -	19	-	19	19	9,449	-	77,821	87,270	147	13	29	239	5,199	4,230	112	4,343	1,248	5,591	15,018	
<i>Formartine and Buchan</i> †	38	-	54	54	26,406	-	256,611	283,017	426	61	138	875	16,907	11,437	221	4,792	8,186	12,978	42,045	
<i>Keith and Duftown</i> †	11	-	11	11	4,839	-	47,544	52,383	165	13	51	178	3,505	3,642	294	5,463	4,403	9,866	13,994	
<i>Morayshire</i> † -	22	-	22	22	10,470	-	112,368	122,838	596	35	21	402	2,615	3,302	309	14,023	4,850	18,853	27,405	
<i>Strathspey</i> † -	33	-	33	33	9,104	-	84,996	94,100	190	20	28	528	3,544	4,876	368	4,789	3,160	7,949	16,806	
Total Great North of Scotland -	226	5	237	242	156,059	-	1,293,600	1,449,659	2,895	378	1,055	5,289	93,994	79,449	3,634	109,512	92,244	201,556	335,423	

* Returns made up for year ending 31st January 1866.

SCOTLAND.

respective RAILWAYS in PASSENGERS and GOODS during the Year ended the 31st December 1865.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.					
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.					EX-PRESS.		RECEIPTS FROM PASSENGERS.							TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.		TOTAL Receipts from Goods Traffic.				
						1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class including Parliamentary.	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	1st Class.	2d Class.	TOTAL Receipts from Passenger Traffic.	Coal and Coke.					Other Minerals.	TOTAL.								
£	£	£	£	£	£	d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£						
85,986	163,622	249,608	2,084,683	3,834,596	5,919,279	1'21	1'36	0'66	-	-	-	-	-	-	-	-	-	110,143	51,292	231,257	6,791	399,483	31,389	40,138	471,010	29,600	Not separated.	429,097	502,768	961,465	1,432,475		
3,057	2,238	5,295	50,068	37,101	87,169	1'71	-	1'00	-	-	-	-	-	-	-	-	-	3,065	-	-	8,596	1,082	12,743	1,886	239	14,868	248	1,599	4,033	5,632	6,534	12,414	27,282
1,695	793	2,488	42,134	39,659	81,793	1'98	-	0'99	-	-	-	-	-	-	-	-	-	1,303	-	-	3,985	101	5,389	63	-	5,452	169	4,898	1,896	6,794	3,724	10,687	16,139
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,952	-	2,952	-	2,952	2,952
37,113	74,773	111,886	983,507	1,773,845	2,757,352	1'82	1'35	0'90	-	-	-	-	-	-	-	-	-	29,700	39,641	81,335	4,329	154,905	12,257	3,527	170,639	7,517	No separate account kept.	230,527	141,540	379,584	550,273		
2,229	1,955	4,184	12,260	10,861	23,121	1'94	1'48	0'97	-	-	-	-	-	-	-	-	-	278	606	1,041	10	1,935	142	15	2,092	59		-	254	1,635	1,948	4,040	
39,342	76,728	116,070	995,767	1,784,706	2,780,478	-	-	-	-	-	-	-	-	-	-	-	-	29,973	40,447	82,376	4,339	166,840	12,399	3,542	172,781	7,376	-	230,781	142,475	381,532	554,313		
3,039	2,437	5,476	134,619	105,874	240,493	1'77	-	0'99	-	-	-	-	-	-	-	-	-	6,390	-	-	23,560	1,228	31,178	1,489	2,374	35,041	4,038	6,970	3,694	10,664	35,142	49,844	84,885
Mixed, 6,584	-	-	Mixed, 62,452	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
16	54	70	253	791	45,986	1'74	-	0'98	-	-	-	-	-	-	-	-	-	676	-	-	2,631	105	3,412	106	197	3,715	440	368	301	669	2,942	4,051	7,766
Mixed, 2,496	-	-	Mixed, 44,942	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
10	18	28	160	288	31,210	1'74	-	0'99	-	-	-	-	-	-	-	-	-	349	-	-	1,644	78	2,071	72	75	2,218	200	401	598	999	2,870	3,629	5,847
Mixed, 1,874	-	-	Mixed, 30,762	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
9	-	-	101	-	28,092	1'77	-	0'98	-	-	-	-	-	-	-	-	-	321	-	-	1,679	57	1,957	36	123	2,116	30	110	109	219	866	1,115	3,231
Mixed, 2,496	-	-	Mixed, 27,991	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
946	-	-	9,627	-	43,249	1'07	-	0'98	-	-	-	-	-	-	-	-	-	560	-	-	2,342	92	3,294	97	50	3,441	149	352	101	453	2,599	3,201	6,642
Mixed, 4,056	-	-	Mixed, 33,622	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
498	479	4,431	16,590	16,251	152,114	1'06	-	0'97	-	-	-	-	-	-	-	-	-	2,230	-	-	11,118	441	13,789	308	650	14,747	1,229	401	951	1,352	8,533	11,114	25,861
Mixed, 3,454	-	-	Mixed, 119,273	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
961	329	3,142	10,366	3,526	33,628	1'81	-	0'96	-	-	-	-	-	-	-	-	-	229	-	-	1,199	52	1,480	48	75	1,603	128	222	192	414	1,014	1,556	3,159
Mixed, 1,852	-	-	Mixed, 19,736	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3,305	323	8,922	24,273	4,076	69,481	2'04	-	0'98	-	-	-	-	-	-	-	-	-	512	-	-	2,764	307	3,583	118	106	3,807	107	1,099	328	1,427	2,183	3,717	7,524
Mixed, 5,294	-	-	Mixed, 41,132	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1,074	321	3,247	6,289	1,339	67,609	1'73	-	0'98	-	-	-	-	-	-	-	-	-	386	-	-	2,079	99	2,564	85	200	2,840	114	235	123	358	1,867	1,839	4,688
Mixed, 1,852	-	-	Mixed, 59,981	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
39,846	3,964	43,777	644,169	132,145	776,314	-	-	-	-	-	-	-	-	-	-	-	-	11,653	-	-	49,316	2,459	62,328	2,359	3,850	69,637	6,195	10,158	6,397	16,555	57,016	80,066	149,603

† Return for year ending 31st August 1865.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1864.	Length of Line open on 31st Dec. 1865.			PASSENGER TRAFFIC.							GOODS TRAFFIC.								
		Double.	Single.	TOTAL.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Sea- son and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.	
					1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL PASSENGERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.		
<i>Greenock and Wemyss Bay</i>		M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.
		Worked by the Caledonian.																		
HIGHLAND - - -	230	7	232	239	126,846	56,740	717,149	900,735	746	1,194	804	7,718	20,723	167,701	15,596	58,373	37,252	95,625	130,927	
Findhorn - - -	3	-	3	3	552	-	16,985	17,537	13	2	-	13	-	-	-	-	6,407	279	6,686	4,586
Total Highland - -	233	7	235	242	127,398	56,740	734,134	918,272	759	1,196	804	7,731	20,723	167,701	15,596	64,780	37,531	102,311	135,463	
<i>Inverury and Old Mel- drum Junction</i>		Leased to the Great North of Scotland.																		
<i>Keith and Dufftown</i>		Worked by the Great North of Scotland.																		
<i>Kilmarnock and Troon</i>		Leased to the Glasgow and South-Western.																		
<i>Leadburn, Linton, and Dolphinton</i>		Worked by the North British.																		
<i>Leslie</i>		Worked by the North British.																		
*Leven and East of Fife -	19	-	19	19	13,330	14,681	107,774	135,785	127	25	355	396	4,098	8,822	87	18,592	650	19,242	41,256	
Montrose and Bervie -		Worked by the Scottish North-Eastern.																		
Morayshire - - -		Worked by the Great North of Scotland.																		
*NORTH BRITISH - - -	685	363	347	710	1,120,296	906,977	5,646,169	7,673,442	5,433	1,241	12,697	23,097	140,375	746,682	39,027	-	-	4,148,151	1,517,011	
		("Including the "Berwickshire," "Carlisle and Silloth Bay," "Devon Valley," "Edinburgh and Bathgate," "Leadburn, Linton, and Dolphinton," "Peebles," and "Port Carlisle Dock and Rail- way.")																		
Glasgow and Miln- gavie Junction	3	-	3	3	15,012	-	58,570	73,582	182	3	2	70	2	3	-	-	-	10,107	7,450	
Leslie - - -	5	-	5	5	1,456	1,846	21,366	24,668	-	-	-	12	7	30	-	-	-	10,120	12,282	
St. Andrews - - -	5	-	5	5	19,485	15,894	69,746	105,125	35	18	157	120	1,730	2,801	65	-	-	6,732	8,409	
Total North British -	693	363	350	723	1,156,249	924,717	5,795,851	7,876,817	5,650	1,262	12,856	23,299	142,414	749,516	39,092	-	-	4,175,110	1,545,733	
<i>Peebles</i>		Leased to the North British.																		
<i>Port Carlisle Dock and Railway</i>		Leased to the North British.																		
<i>Port Patrick</i>		Worked by the Caledonian.																		
<i>St. Andrews</i>		Worked by the North British.																		
SCOTTISH NORTH-EAST- ERN*	133	115	30	145	220,842	281,231	1,423,660	1,930,733	7,727	600	2,074	8,721	58,629	193,780	-	347,114	128,271	475,385	453,974	
		("Including the "Arbroath and Forfar.")																		
*Alyth - - -	5	-	5	5	2,524	1,883	28,000	32,413	37	3	5	205	254	2,609	-	3,472	2,181	5,653	6,341	
Montrose and Ber- vie, from 1st Nov. to 31st Dec. - - -	-	-	12	12	865	-	11,768	12,633	237	1	-	35	-	-	-	-	1,243	1,243	724	
Total Scottish North- Eastern	143	115	42	162	224,231	283,114	1,463,434	1,975,779	8,001	604	2,079	8,961	58,883	196,389	-	350,586	131,595	488,281	461,039	
<i>Strathspey</i>		Worked by the Great North of Scotland.																		
TOTAL SCOTLAND -	2,105	946	1,254	2,200	2,840,446	2,349,500	16,805,532	21,805,528	20,744	3,809	17,478	47,709	488,762	1,819,125	88,388	870,435	321,449	13,556,710	4,487,135	

* Returns made up for year ending 31st January 1866.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							ALL SOURCES OF TRAFFIC.	
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.	RECEIPTS FROM PASSENGERS.										TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	MINERALS.			General Merchandise.		TOTAL Receipts from Goods Traffic.
						1st Class.	2d Class.	3d Class or Parliamentary.		1st Class.	2d Class.	1st Class.	2d Class.	3d Class including Parliamentary.	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Coal and Coke.	Other Minerals.	TOTAL.										
11,320	3,838	15,158	500,340	351,184	851,524	1'99	1'05	0'99	-	-	-	27,309	10,380	47,528	1,275	86,492	6,910	10,430	103,832	10,348	12,242	6,361	18,603	47,005	75,956	179,788			
2,706	-	2,706	8,118	-	8,118	1'99	-	0'99	-	-	-	11	-	158	3	172	3	-	175	-	197	8	205	216	421	596			
14,026	3,838	17,864	508,458	351,184	859,642	-	-	-	-	-	-	27,320	10,380	47,686	1,278	86,664	6,913	10,430	104,007	10,348	12,439	6,369	18,808	47,221	76,377	180,384			
2,570	Mixed	2,570	53,825	Mixed,	53,825	2'62	2'09	0'95	-	-	-	974	800	3,646	67	5,487	724	97	6,308	265	1,850	49	1,899	4,879	7,043	13,351			
136,557	157,303	293,860	2,340,635	3,089,440	5,429,075	1'96	1'52	0'92	-	-	-	129,422	84,320	257,725	15,303	486,770	36,694	8,904	532,368	29,619	-	-	-	298,776	440,336	768,731	1,301,099		
2,218	478	2,696	21,071	3,824	24,895	1'25	-	0'84	-	-	-	394	-	1,051	112	1,557	31	5	1,593	1	-	-	-	351	643	995	2,588		
2,496	-	2,496	10,608	-	10,608	2'13	1'42	0'94	-	-	-	109	88	240	-	437	38	-	475	1	-	-	-	485	1,406	1,892	2,367		
4,474	-	4,474	25,725	-	25,725	2'04	1'64	0'95	-	-	-	588	470	1,243	50	2,351	148	55	2,554	45	-	-	-	483	729	1,257	3,811		
145,745	157,781	303,526	2,407,039	3,093,264	5,500,303	-	-	-	-	-	-	130,513	84,278	260,259	15,468	491,115	36,911	8,964	536,990	29,666	-	-	-	300,095	443,114	772,375	1,309,865		
24,871	36,497	61,368	610,394	869,606	1,480,000	2'00	1'05	0'99	2'44	1'94	-	24,169	19,101	58,883	5,401	107,554	7,948	12,491	127,993	8,094	29,734	10,194	39,928	122,014	170,036	298,029			
3,639	Mixed	3,639	18,195	Mixed	18,195	2'45	1'86	1'00	-	-	-	87	40	503	22	652	68	-	720	15	213	141	354	719	1,088	1,808			
312	Mixed	312	3,770	Mixed	3,770	2'00	-	1'00	-	-	-	51	-	292	6	349	16	-	365	-	-	-	111	111	64	175	540		
28,822	36,497	65,319	632,359	869,606	1,501,965	-	-	-	-	-	-	24,307	19,141	59,678	5,429	108,355	8,032	12,491	129,078	8,109	29,947	10,446	40,393	122,797	171,299	300,377			
361,059	445,458	806,517	7,418,502	10,142,261	17,560,763	-	-	-	-	-	-	339,256	206,638	746,699	37,011	1,329,694	100,676	79,751	1,510,031	92,476	68,852	29,190	1,063,006	1,331,233	2,476,710	3,986,741			

IRELAND.

RETURNS by the several RAILWAY COMPANIES in IRELAND, showing the TRAFFIC of the respective

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1864.	PASSENGER TRAFFIC.										GOODS TRAFFIC.							
		Length of Line open on 31st Dec. 1865.			NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.
		Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL PASSENGERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.	
Athenry and Tuam -	M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.
Leased to the Midland Great Western of Ireland.																			
Bagenalstown and Wexford -	21	-	21	21	No Return. Line closed during 1865, the Company having been adjudged bankrupt.														
Banbridge Junction -	Leased to the Dublin and Belfast Junction.																		
Banbridge, Lisburn, and Belfast -	Leased to the Ulster.																		
Belfast and County Down* (Including the Belfast, Holywood, and Bangor, from 18th May.)	49	-	57	57	183,258	437,434	280,649	901,341	4,515	39	285	895	9,580	4,740	2,471	10,452	44,754	55,206	41,390
BELFAST AND NORTHERN COUNTIES	100	7	93	100	91,930	154,600	685,074	931,604	1,440	150	759	1,835	14,918	5,231	971	33,243	26,342	59,585	125,704
Carrickfergus and Larne	15	-	15	15	6,914	14,962	76,008	97,884	78	13	19	169	1,189	182	84	850	-	850	17,011
Londonderry and Coleraine -	36	-	36	36	18,773	32,781	110,140	161,694	212	36	229	437	4,578	1,616	949	2,757	-	2,757	29,962
Total, Belfast and Northern Counties	154	7	144	154	117,647	202,343	871,222	1,191,168	4,730	199	1,007	2,431	20,685	7,979	2,004	36,830	26,342	63,192	172,667
Belfast, Holywood, and Bangor	Worked by the Belfast and County Down.																		
Carrickfergus and Larne	Worked by the Belfast and Northern Counties.																		
CORK AND BANDON -	20	-	20	20	9,785	42,979	78,011	130,775	-	70	108	468	1,261	3,588	44,590	-	-	-	33,354
Cork and Kinsale Junction -	11	-	11	11	No Return to the Order of the House.														
Total Cork and Bandon -	31	-	31	31															
Cork and Kinsale Junction -	Worked by the Cork and Bandon.																		
Cork and Limerick Direct	Worked by the Great Southern and Western of Ireland.																		
Cork and Youghal -	Worked by the Great Southern and Western of Ireland.																		
Cork, Blackrock, and Passage†	6	-	6	6	74,886	154,283	301,440	530,609	430	-	-	706	-	-	-	-	-	-	-
Dublin and Belfast Junction (Including the Banbridge Junction.)	63	56	7	63	50,887	73,645	164,533	289,065	-	361	1,989	2,164	9,861	6,389	5,748	{ Included in General Merchandise. }			121,789
Dublin and Drogheda -	75	32	43	75	118,529	183,025	507,618	809,172	252	602	2,026	3,140	26,832	34,009	32,481	Not specified.			83,717
Dublin and Kingstown -	Leased to the Dublin, Wicklow, and Wexford.																		
Dublin and Meath -	85	-	85	85	19,640	22,234	101,023	142,897	13	11	1,274	991	22,774	45,949	6,465	3,994	301	4,295	13,741
DUBLIN, WICKLOW, AND WEXFORD	85	12	90	102	214,633	424,433	670,480	1,309,546	1,120	138	1,029	2,365	8,046	11,997	21,884	4,091	81,379	85,470	55,359
Dublin and Kingstown	6	6	-	6	226,166	1,252,930	1,307,166	2,786,262	2,708	-	-	2,081	-	-	-	-	-	-	-
Total Dublin, Wicklow, and Wexford	91	18	90	108	440,799	1,677,363	1,977,646	4,095,808	3,828	438	1,029	4,446	8,046	11,997	21,884	4,091	81,379	85,470	55,359
Finn Valley -	Worked by the Irish North-Western.																		
Great Northern and Western of Ireland -	Worked by the Midland Great Western (of Ireland.)																		
GREAT SOUTHERN AND WESTERN OF IRELAND -	387	166	221	387	176,790	269,940	587,187	1,033,917	-	866	8,338	7,218	89,130	124,459	197,961	51,331	-	51,331	298,739
Cork and Limerick Direct	17	-	17	17	6,684	13,562	39,176	59,422	-	27	283	315	2,559	2,748	9,757	1,145	-	1,145	27,178
Cork and Youghal -	33	2	31	33	120,247	129,446	399,217	648,910	331	37	117	868	1,456	3,475	21,231	938	-	938	21,521
Total Great Southern and Western of Ireland -	437	168	269	437	303,721	412,948	1,025,580	1,742,249	331	930	8,738	8,401	98,145	130,682	228,949	53,414	-	53,414	347,438
IRISH NORTH-WESTERN (Including the Londonderry and Enniskillen.)	131	9	122	131	23,790	60,017	247,247	331,054	14	126	1,338	1,469	29,541	8,727	34,512	Not shown separately.			143,835
Clones and Cavan Branch -	15	-	15	15	2,049	3,545	22,193	27,787	-	13	976	153	4,169	2,460	19,101				17,809
Finn Valley -	13	-	13	13	1,768	4,332	35,423	41,523	-	1	8	294	1,623	729	3,142				8,816
Total Irish North-Western	159	9	150	159	27,607	67,894	304,863	400,364	14	140	2,322	1,916	35,333	11,916	56,753	-	-	-	170,460

* Return for the year ending 31st January 1866.

† Return for the year ending 31st October 1865.

IRELAND.

RAILWAYS in PASSENGERS and GOODS during the Year ended 31st December 1865.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.			RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.				
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.		RECEIPTS FROM PASSENGERS.										MINERALS.				General Merchandise.		Total Receipts from Goods Traffic.			
						1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Trains.	Live Stock.	Coal and Coke.	Other Minerals.	TOTAL.								
						d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
26,899	1,782	28,681	232,036	34,615	266,651	1.53	1.10	0.71	-	-	7,905	12,194	10,101	3,532	33,732	1,456	200	35,338	585	819	2,652	3,471	7,680	11,736	47,124					
8,662	1,312	9,974	338,780	93,398	432,178	2.02	1.43	0.90	-	-	10,909	11,729	26,341	1,576	50,555	3,074	2,950	56,579	1,199	5,131	1,574	6,705	40,347	48,251	104,830					
2,212	-	2,212	31,366	-	31,366	1.85	1.31	0.88	-	-	451	639	1,739	58	2,887	98	30	3,015	28	91	-	91	1,385	1,504	4,519					
6,640	570	7,210	79,425	20,681	100,106	1.96	1.47	0.94	-	-	2,259	2,459	4,402	321	9,471	446	1,300	11,217	270	192	-	192	5,666	6,128	17,345					
17,514	1,882	19,396	449,574	114,079	563,653	-	-	-	-	-	13,649	14,827	32,482	1,955	62,913	3,618	4,280	70,811	1,497	5,414	1,874	6,988	47,398	55,883	126,694					
3,535	2,703	6,243	70,700	54,160	124,860	2.40	1.69	0.96	-	-	1,257	4,035	4,371	-	9,663	642	1,350	11,655	1,405	-	-	-	7,322	8,727	20,882					
10,054	-	10,054	62,850	-	62,850	1.79	1.38	0.81	-	-	2,028	3,059	3,535	849	9,471	267	25	9,763	-	-	-	-	-	-	9,763					
3,366	2,199	5,565	195,320	107,830	303,150	2.30	1.72	0.98	-	-	18,166	15,292	14,017	-	47,475	2,989	5,941	56,405	1,353	{ Included in General Merchandise. }			20,670	22,023	78,433					
14,381	1,483	15,864	330,957	44,873	375,830	1.56	1.16	0.75	-	-	16,947	16,834	23,019	901	57,701	4,061	4,599	66,361	3,459	-	-	-	24,044	27,503	93,864					
2,529	424	2,953	129,992	13,458	143,450	1.98	1.48	0.98	-	-	2,489	1,806	4,753	30	9,078	752	27	9,857	2,386	400	63	463	2,710	5,559	15,416					
20,442	2,932	23,374	303,865	113,031	416,896	1.99	1.50	0.98	-	-	13,922	20,001	23,588	3,473	60,984	4,061	2,839	67,884	2,641	517	12,542	13,059	16,767	32,467	100,351					
33,972	-	33,972	204,925	-	204,925	2.11	1.52	0.96	-	-	8,345	29,814	18,562	7,950	64,671	1,159	1,860	67,690	-	-	-	-	-	-	67,690					
54,414	2,932	57,346	508,790	113,031	621,821	-	-	-	-	-	22,267	49,815	42,150	11,423	125,655	5,220	4,609	135,574	2,641	517	12,542	13,059	16,767	32,467	168,014					
7,443	7,228	14,671	940,442	598,638	1,539,080	2.20	1.65	1.00	-	-	82,478	73,969	87,887	-	243,834	21,974	29,500	295,308	30,623	9,266	-	9,266	135,918	175,807	471,115					
1,932	626	2,558	32,876	10,642	43,518	1.74	1.41	0.81	-	-	1,108	1,577	2,091	-	5,376	271	16	5,663	477	104	-	104	4,953	5,534	11,197					
12,816	24	12,840	200,244	648	200,892	1.89	1.41	0.92	-	-	5,794	4,376	9,505	614	20,289	505	1,157	21,951	787	80	-	80	3,737	4,604	26,555					
22,191	7,878	30,069	1,173,562	609,928	1,783,490	-	-	-	-	-	89,380	79,922	99,583	614	269,499	22,750	30,673	322,922	31,887	9,450	-	9,450	144,608	185,945	508,867					
6,520	3,310	9,830	412,155	187,480	599,635	2.00	1.50	0.99	-	-	6,577	9,764	19,716	187	36,244	2,591	4,705	43,540	3,373	{ Not shown separately. }			1,129	43,154	47,656	91,196				
1,467	621	2,088	23,504	19,820	43,324	2.00	1.58	1.00	-	-	246	346	1,297	-	1,889	221	-	2,110	330	{ Not shown separately. }			30	2,456	2,816	4,926				
1,431	714	2,145	18,661	9,277	27,938	2.10	1.57	1.00	-	-	192	333	1,552	-	2,077	118	-	2,195	125	{ Not shown separately. }			-	1,236	1,361	3,556				
9,418	4,615	14,063	454,320	216,577	670,897	-	-	-	-	-	7,015	10,443	22,565	187	40,210	2,930	4,705	47,845	3,323	-	-	-	1,159	46,846	51,333	99,678				

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1864.	Length of Line open on 31st Dec. 1865.			PASSENGER TRAFFIC.								GOODS TRAFFIC.							
		Double.	Single.	TOTAL.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			General Merchandise.	
					1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL PASSENGERS.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.		
Kilkenny Junction		M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.
Limerick and Castleconnell		Worked by the Waterford and Limerick.																		
Limerick and Ennis		Worked by the Waterford and Limerick.																		
Limerick and Foynes		Worked by the Waterford and Limerick.																		
Londonderry and Coleraine		Worked by the Belfast and Northern Counties.																		
Londonderry and Enniskillen		Leased to the Irish North-Western.																		
Londonderry and Lough Swilly*		15	-	15	15	6,390	16,787	52,176	75,353	37	20	10	263	727	912	4,723	28	-	28	3,983
MIDLAND GREAT WESTERN OF IRELAND		245	115	130	245	68,650	137,414	366,974	573,038	71	60	2,248	2,858	81,841	155,955	111,175	10,984	-	10,984	131,398
Athenry and Tuam		16	-	16	16	2,425	6,724	17,949	27,098	-	1	26	22	1,315	7,118	16,064	229	-	229	7,985
Great Northern and Western of Ireland		72	-	72	72	7,026	12,895	80,485	100,406	-	13	172	226	14,342	27,048	43,192	1,203	-	1,203	22,165
Total Midland Great Western of Ireland		333	115	248	333	78,104	157,033	465,408	700,548	71	74	2,446	3,106	97,498	190,121	170,434	12,416	-	12,416	161,548
Newry and Armagh		21	-	21	21	12,466	19,248	83,438	115,152	-	8	226	174	1,729	1,977	2,606	24,890	-	24,890	24,551
Newry, Warrenpoint, and Rostrevor		6	-	6	6	20,110	17,354	74,664	112,128	13	-	9	230	1,919	3,496	4,902	-	-	-	21,586
Portadown, Dungannon, and Omagh Junction		Leased to the Ulster.																		
ULSTER		65	49	16	65	111,458	222,758	547,101	881,317	937	266	1,669	2,833	33,974	17,713	33,031	20,754	-	20,754	156,189
Banbridge, Lisburn, and Belfast		15	-	15	15	8,949	20,412	71,565	100,928	62	25	153	187	4,068	146	2,514	5,685	-	5,685	15,471
Portadown, Dungannon, and Omagh Junction		41	-	41	41	12,223	34,067	89,076	135,366	23	56	405	687	9,423	6,022	4,229	2,316	-	2,316	39,806
Total Ulster		121	49	73	121	132,630	277,237	707,742	1,117,609	1,027	347	2,227	3,707	47,465	23,881	39,774	23,753	-	23,753	211,466
Waterford and Kilkenny		Leased to the Waterford and Limerick.																		
WATERFORD AND LIMERICK		77	22	55	77	43,484	81,003	171,360	295,847	-	140	2,534	1,599	12,446	21,967	143,098	13,973	-	13,973	110,700
Kilkenny Junction		-	-	19	19	1,455	2,573	12,790	16,818	-	5	41	34	708	866	5,711	823	-	823	7,670
Limerick and Castleconnell		13	-	13	13	9,045	15,188	58,341	82,574	-	15	68	178	3,594	3,288	14,082	1,272	-	1,272	18,088
Limerick and Ennis		25	-	25	25	7,174	12,012	46,443	65,629	-	31	199	107	5,672	4,435	24,692	309	-	309	14,316
Limerick and Foynes		26	-	26	26	8,901	14,335	62,942	86,178	-	14	41	154	4,771	959	17,808	2,020	-	2,020	11,005
Waterford and Kilkenny		31	-	31	31	10,561	26,816	42,790	80,167	-	51	290	532	2,961	7,381	57,943	9,281	-	9,281	33,628
Total Waterford and Limerick		172	22	169	171	80,620	151,927	394,666	627,243	-	265	3,173	2,604	30,152	38,896	263,334	27,683	-	27,683	195,407
Waterford and Tramore		8	-	8	8	92,270	-	99,920	192,190	145	-	-	580	38	-	460	600	1,120	1,720	1,080
TOTAL IRELAND		1,794	476	1,362	1,838	1,769,316	3,913,734	7,490,599	13,173,649	12,406	3,204	26,869	36,222	407,048	515,632	887,677	203,173	153,896	357,060	1,659,536

* For year ending 31st January 1866.

† From 1st March.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.								ALL SOURCES OF TRAFFIC.
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.			EX-PRESS.	RECEIPTS FROM PASSENGERS.							TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.			Receipts from Mails.	TOTAL Receipts from Passenger Trains.	Live Stock.	MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.		
						1st Class.	2d Class.	3d Class or Parliamentary.		1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Coal and Coke.	Other Minerals.							TOTAL.						
d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£					
2,812	Mixed	2,812	35,332	Mixed	35,332	1'88	1'24	0'80	-	-	375	528	1,473	26	2,402	50	-	-	2,452	130	3	-	-	3	880	1,013	3,465		
9,565	3,657	13,222	633,020	361,734	994,754	2'15	1'70	1'00	-	-	27,394	31,460	60,607	385	119,846	9,836	14,894	144,576	33,070	2,620	-	-	2,620	70,761	107,351	251,927			
2,598	657	3,255	49,863	480	50,343	2'34	1'68	0'97	-	-	246	485	767	-	1,498	64	50	1,612	480	18	-	-	18	980	1,484	3,096			
1,431	710	2,141	74,793	52,201	126,994	2'24	1'68	0'99	-	-	2,300	2,430	8,693	-	13,423	803	2,449	16,675	4,190	107	-	-	107	6,940	11,237	27,912			
13,594	5,024	18,618	757,676	444,445	1,172,091	-	-	-	-	-	20,940	34,875	70,067	385	134,767	10,703	17,393	162,863	38,046	2,745	-	-	2,745	78,681	120,072	282,935			
4,864	2,070	6,934	83,633	35,779	119,412	1'96	1'44	0'93	-	-	927	1,145	2,790	-	4,862	225	10	5,097	145	2,506	-	-	2,506	5,152	7,803	12,900			
5,216	-	5,216	31,296	-	31,296	1'50	1'16	0'63	-	-	1,045	668	2,035	126	3,874	93	-	3,967	98	-	-	-	-	1,734	1,832	5,799			
8,361	3,932	12,293	297,292	152,180	449,472	1'97	1'48	0'95	-	-	12,424	16,713	26,061	1,405	56,603	3,016	4,442	64,061	3,558	2,950	-	-	2,950	47,214	53,722	117,763			
2,640	731	3,371	40,282	9,606	49,888	1'96	1'43	0'91	-	-	634	961	2,249	82	3,926	244	62	4,232	150	430	-	-	430	2,057	2,637	6,869			
3,279	1,111	4,390	109,850	36,847	146,697	2'04	1'56	0'99	-	-	2,166	3,222	4,942	26	10,356	610	420	11,386	614	232	-	-	232	8,829	9,675	21,061			
14,230	5,774	20,084	447,424	198,633	646,057	-	-	-	-	-	15,224	20,806	33,252	1,513	70,885	3,870	4,024	79,679	4,322	3,612	-	-	3,612	58,110	66,034	145,713			
3,213	954	4,167	214,396	63,296	277,692	2'20	1'66	1'00	-	-	7,086	9,302	10,028	-	26,916	3,130	3,005	33,051	9,205	2,312	-	-	2,312	25,822	37,339	70,390			
1,836	1	1,837	34,884	88	34,922	2'20	1'54	0'99	-	-	163	223	588	-	974	39	-	1,013	143	95	-	-	95	912	1,150	2,163			
3,301	18	3,319	28,193	115	28,308	2'23	1'74	0'98	-	-	352	477	1,066	-	1,895	82	7	1,984	212	36	-	-	36	724	972	2,956			
1,899	14	1,913	46,978	327	47,305	1'95	1'48	0'86	-	-	1,117	1,321	2,817	-	5,255	296	30	5,581	1,163	39	-	-	39	3,037	4,238	9,819			
1,550	49	1,599	40,457	877	41,334	1'43	1'08	0'77	-	-	645	811	2,332	-	3,838	202	-	4,040	677	199	-	-	199	1,462	2,338	6,378			
2,044	649	2,693	63,387	20,087	83,474	2'37	1'69	0'99	-	-	2,260	4,101	2,218	-	8,579	512	553	9,644	3,205	1,774	-	-	1,774	6,542	11,521	21,165			
13,343	4,635	18,528	428,295	84,740	513,035	-	-	-	-	-	11,623	16,735	19,099	-	47,457	4,261	3,595	55,343	14,004	4,455	-	-	4,455	38,499	57,558	112,871			
4,930	-	4,930	36,975	-	36,975	1'37	-	0'96	-	-	2,505	-	1,882	355	4,742	65	55	4,862	21	18	85	103	130	254	-	5,116			
223,340	40,486	264,326	5,428,729	2,042,118	7,470,847						242,742	282,574	387,174	21,896	934,836	63,952	82,476	1,630,814	107,013	29,939	16,916	48,014	501,221	656,247	1,737,061				

The Cork and Kinsale Company have made no Return of Traffic for 1865.

PART III.

WORKING EXPENDITURE, &c.

RETURNS by the several RAILWAY COMPANIES and other PROPRIETORS of RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND, of their respective WORKING EXPENDITURE during the YEAR ended 31st December 1865, and of the whole of the ROLLING STOCK of the several RAILWAY COMPANIES and other PROPRIETORS of RAILWAYS.

For the guidance of the various Railway Companies, and to ensure uniformity in the information given in the accompanying Return, each Company was directed, in making up the "Length of Line open," to exclude the length of those lines over which the Company making the Return had merely "Running Powers," but to include half the length of "Joint Lines;" and in returning the sums paid as "Compensation for Personal Injury, &c.," and "Compensation for Damage and Loss of Goods," to exclude the "Legal Expenses" connected therewith. Such "Legal Expenses," it was stated, should be included under the head of "Legal and Parliamentary Expenses." In the case of "Scotch Railways," it was requested that "Feu Duties" might be included under the head of "Miscellaneous."

The Companies were also directed to include in their Returns the sums paid out of "Renewal Account" or "Reserve Fund" of any kind, and to state the amounts so paid under the several heads to which they were applicable, but to exclude "Interest on Loans."

All "Steam Boat," "Canal," and "Harbour" Expenses were directed to be excluded.

It is to be understood that the responsibility for the correctness of the figures given in this Return rests with the several Railway Companies.

ENGLAND AND WALES.

RETURN of the WORKING EXPENDITURE and ROLLING STOCK of each RAILWAY COMPANY in ENGLAND and WALES during the YEAR ended 31st December 1865.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1865.	WORKING EXPENDITURE during the Year ended 31st December 1865 (exclusive of all Steam Boat, Canal, and Harbour Expenses).												Total Receipts, as given in the Traffic Return, ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1865.						Total of the Five preceding Columns.		
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.				Coaching.		Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons not included in the preceding Columns.					
																	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.							
<i>Aberdare</i> - -	-	<i>Leased to the Taff Vale.</i>																							
<i>Abingdon</i> - -	-	<i>Worked by the Great Western.</i>																							
<i>Anglesea Central</i> -	4	208	431	-	672	-	24	-	-	-	-	1,335	1,356	21	98	1	{ Supplied by the London and North-Western Company. }						1		
<i>Berks and Hants Extension</i> -	-	<i>Worked by the Great Western.</i>																							
<i>Birkenhead</i> - -	-	<i>Vested jointly in the Great Western and London and North-Western.</i>																							
<i>Birmingham, Wolverhampton, and Stour Valley</i> - -	-	<i>Leased to the London and North-Western.</i>																							
<i>Bishops Waltham</i> - -	-	<i>Worked by the London and South-Western.</i>																							
<i>Blackpool and Lytham</i> -	8	279	224	506	629	102	143	-	-	-	-	266	2,149	3,640	1,491	59	2	16	2	4	-	-	24		
<i>Blyth and Tyne</i> - -	36	8,690	25,113	11,971	8,025	1,435	136	1,000	278	-	-	4,132	60,780	119,114	58,334	51	29	41	8	2,796	-	-	2,874		
<i>Bodmin and Wadebridge</i>	14	538	415	487	563	37	6	-	-	-	-	283	2,329	2,182	{ 147 deficiency }	107	3	4	1	72	-	-	80		
<i>Bognor</i> - -	-	<i>Worked by the London, Brighton, and South Coast.</i>																							
<i>Bourton-on-the-Water</i> -	-	<i>Worked by the Great Western.</i>																							
<i>Brecon and Merthyr Tydfil Junction</i> - -	61	<i>This Return cannot be given this year.</i>																							
<i>Bridport</i> - -	-	<i>Leased to the Great Western.</i>																							
<i>Bristol and Exeter</i> - - (Including the "West Somerset.")	121	34,550	45,184	15,804	47,710	9,468	7,696	7,631	392	3,929	11,522	183,886	351,755	167,869	52	64	140	82	1,011*	55	1,352				
<i>Bristol and South Wales Union</i> - -	-	<i>Worked by the Great Western.</i>																							
<i>†Bristol Port Railway and Pier</i> - -	6	882	992	-	1,530	13	264	-	-	-	-	144	3,825	5,404	1,579	71	2	15	2	4	-	-	23		
<i>Bristol Ferry Floating Dock</i> - -	-	<i>Worked by the Great Western.</i>																							
<i>Buckinghamshire</i> - -	-	<i>Leased to the London and North-Western.</i>																							
<i>Calne</i> - -	-	<i>Worked by the Great Western.</i>																							
<i>Cambrian</i> - -	135	<i>Leased to Mr. Savin; the Company can make no return.</i>																							
<i>Cannock Mineral</i> - -	-	<i>Leased to the London and North-Western.</i>																							
<i>Carmarthen and Cardigan</i>	19	917	1,680	37	2,864	54	80	-	-	-	-	926	6,558	7,258	700	90	3	5	2	50	-	-	60		
<i>Cheshire Lines Committee</i> :-																									
<i>Cheshire Midland</i> - -	13	1,874	2,866	-	2,283	208	111	-	-	-	75	406	7,823	10,463	2,640	{ 9,743 deficiency 227 deficiency 6,330 deficiency }	152	112	{ Provided by the Manchester, Sheffield, and Lancashire Railway Company, who are paid at a rate per mile for its use. }				519		
<i>Garston and Liverpool</i> - -	4	1,812	12,292	-	11,440	2,156	203	-	-	-	210	775	28,388	18,645											
<i>Stockport & Woodley Junction</i> - -	3	360	1,064	-	580	89	12	-	-	-	15	70	2,190	1,963											
<i>Total Cheshire Lines Committee</i> - -	20	3,546	16,228	-	14,303	2,453	326	-	-	-	300	1,351	38,401	31,074	{ 6,330 deficiency }	124									
<i>Cheshire Midland</i> - -	-	<i>See "Cheshire Lines Committee."</i>																							
<i>Chester and Holyhead</i> - -	-	<i>See "London and North-Western."</i>																							
<i>Cockermouth and Workington</i> - -	9	1,377	2,262	1,510	1,913	108	144	-	-	-	-	291	7,605	18,409	10,804	41	5	7	3	504	-	-	519		
<i>Cockermouth, Keswick, and Penrith</i> - -	31	1,980	6,721	-	3,369	82	409	-	63	25	1,694	14,343	21,637	7,294	66	{ Provided by London and North-Western Company. }									
<i>Colchester, Stour Valley, Sudbury, and Halstead</i> -	-	<i>Leased to the Great Eastern.</i>																							

* Exclusive of 125 waggons hired on rental.

† Return made up for year ending 28th February 1866.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1865.	WORKING EXPENDITURE during the Year ended 31st December 1865 (exclusive of all Steam Boat, Canal, and Harbour Expenses).													Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1865.						
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.	Coaching.				Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.				
														Carriages used for the Conveyance of Passengers only.							Other Vehicles attached to Passenger Trains.			
<i>Coleford, Monmouth, Usk, and Pontypool</i> - - -		Leased to the Great Western.																						
<i>Colne Valley and Halstead</i> - - -	19	1,780	1,669	4	2,748	109	76	-	13	-	39	6,438	8,902	2,464	72	3	10	3	28	-	-	44		
<i>Cornwall</i> - - -	66	10,147	22,900	1,951	9,358	792	2,133	40	179	45	3,894	51,529	93,984	42,405	55	Worked by contract	46	21	159	8	234			
<i>Cowbridge</i> - - -	Worked by the Taff Vale.																							
<i>Cowes and Newport</i> - -	5	1,000	{ Line worked by contract.			100	190	-	-	-	-	1,290	4,567	3,277	28	2	6	-	4	-	12			
<i>Cromford and High Peak</i> -	3½ Leased to the London and North-Western.																							
<i>Crystal Palace and South London Junction</i> - - -	Worked by the London, Chatham, and Dover.																							
<i>Dartmouth and Torbay</i> -	Worked by the South Devon.																							
<i>Denbigh, Ruthin, and Corwen</i> - - -	19 This Return cannot be made for this year.																							
<i>Devon and Cornwall</i> -	Worked by the London and South-Western.																							
<i>Dowlais</i> - - - -	2	417	1,321	-	-	47	-	-	-	-	1,112	2,897	1,034	{ 1,863 Deficiency }	280	3	-	-	-	-	3			
<i>East Lincolnshire</i> -	See the "Great Northern."																							
<i>East Somerset</i> - - -	Worked by the Great Western.																							
<i>Ely Valley</i> - - -	Worked by the Great Western.																							
<i>Exeter and Crediton</i> -	Leased to the London and South-Western.																							
<i>Exeter and Exmouth</i> -	Worked by the London and South-Western.																							
<i>Faringdon</i> - - -	Worked by the Great Western.																							
<i>Festiniog</i> * - - -	13	2,985	638	814	1,932	468	225	-	-	-	498	7,530	14,047	6,517	53	4	11	51	701	33	800			
<i>Fleetwood, Preston, and West Riding Junction</i> -	8	479	1,072	677	206	322	14	-	23	-	463	3,261	6,966	3,705	47	2	24	2	108	-	130			
<i>Furness</i> - - - -	53	24,419	18,652	8,055	16,071	2,645	572	-	43	-	5,355	75,812	171,173	95,361	44	26	53	9	1,694	18	1,799			
<i>Garston and Liverpool</i> -	See Cheshire Lines Committee.																							
<i>Gloucester and Dean Forest</i> - - -	Leased to the Great Western.																							
<i>Great Eastern</i> - - - (Including the "Colchester, Stour Valley, Sudbury, and Halstead," "Lowestoft," "Lynn and Hunstanton," "Northern and Eastern," "Roxton and Hitchin," "Saffron Walden," "Tendring Hundred," and "Ware, Hadham, and Buntingford.")	756	194,286	246,443	97,950	297,041	35,053	27,429	21,996	9,152	5,138	45,825	980,913	1,600,269	700,356	58	374	1,136	404	9,567	152	11,633			
<i>Great Northern</i> - - - (Including the "East Lincolnshire," "Hatfield and St. Albans," "Horn-castle," "Norwich and Spalding," "Nottingham and Grantham," and the "Ramsey.")	440	189,108	315,902	88,719	226,489	31,303	25,007	22,387		-	16,355	71,395	986,665	1,921,649	934,984	51	391	807	287	10,107	-	11,592		
<i>Great North of England, Clarence and Hartlepool Junction</i> - - -	Leased to the North-Eastern.																							
<i>GREAT WESTERN</i> † - - (Including the "Abingdon," "Berkshire Extension," "Bourton-on-the-Water," "Bridport," "Bristol and South Wales Union," "Coleford, Monmouth, Usk, and Pontypool," "East Somerset," "Ely Valley," "Faringdon" from 1st June, "Gloucester and Dean Forest," "Hereford, Ross, and Gloucester," "Leominster and Kington," "Llangollen and Corwen," "Marthorouch," "Milford," "Much Wenlock," "Severn Valley," "Stour-bridge," "Stratford-on-Avon," "Tenbury and Erewley," "Vale of Llangollen," "Wellington and Severn Junction," "Witney" and "the Wycombe," and half of the "Birkenhead," "Hammersmith and City Junction," "Shrewsbury and Hereford," and the "Tenbury" and part of the "West London Extension.")	1,230	344,540	417,351	183,694	568,207	58,754	58,501	40,061	23,627	23,090	49,467	1,767,292	3,578,843	1,811,551	49	727	1,250	797	14,028	1,837	18,639			

* Return made up for year ending 30th June 1865.

† Including the expense of providing rolling stock for the London, Tilbury, and Southend.

‡ Return made up for year ending 31st January 1866.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1865.	WORKING EXPENDITURE during the Year ended 31st December 1865 (exclusive of all Steam Boat, Canal, and Harbour Expenses).												Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1865.					
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.				Coaching.		Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.	
																	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.				
GREAT WESTERN—cont.	M.	£	£	£	£	£	£	£	£	£	£	£	£		No.	No.	No.	No.	No.	No.		
Calne* - - -	5	506	1,000	200	484	38	52	-	-	-	23	-	2,398	3,284	886	73						
Faringdon† - -	4	100	330	66	280	-	9	-	-	-	-	-	785	501	284	157						
Nantwich and Market Drayton* - -	11	-	726	174	687	39	43	-	-	-	-	-	1,669	2,986	1,317	56						
Total Great Western - -	1,256	345,336	419,407	184,434	569,653	58,831	58,605	40,064	23,627	23,418	49,467	1,772,144	3,585,614	1,813,370	49	727	1,250	797	14,023	1,337	18,639	
Hammersmith and City Junction - - -	Vested in the Great Western and Metropolitan.																					
Hatfield and St. Albans - - -	Worked by the Great Northern.																					
Hereford, Ross, and Gloucester - - -	See the Great Western.																					
Horncastle - - -	Worked by the Great Northern.																					
Hull and Hornsea - - -	13	524	1,862	-	2,722	125	212	-	-	-	-	159	5,604	7,634	2,030	73				63		63
Hull and Selby - - -	Leased to the North-Eastern.																					
Isle of Wight - - -	8	800	1,524	51	1,260	114	432	-	-	8	-	613	4,802	10,305	5,503	47	3	22	4	40	3	72
Kendal and Windermere - - -	Leased to the London and North-Western.																					
Kent Coast - - -	Worked by the London, Chatham, and Dover.																					
Knighton - - -	Worked by the London and North-Western.																					
LANCASHIRE AND YORKSHIRE - - -	403	156,439	195,528	73,672	389,335	39,035	22,611	22,121	1,086	17,232	25,905	943,012	2,078,590	1,133,578	45	414	1,262	248	12,467	24	14,415	
Preston and Wyre - - -	28	7,810	12,930	-	12,028	860	1,633	2,537	8	1,265	706	39,827	80,053	40,226	50							
Total Lancashire and Yorkshire - - -	431	164,249	208,458	73,672	401,363	39,895	24,244	24,708	1,094	18,547	26,611	982,839	2,156,643	1,173,804	46							
Lancaster and Carlisle - - -	Leased to the London and North-Western.																					
Launceston and South Devon - - -	Worked by the South Devon.																					
Leominster and Kingston - - -	Worked by the Great Western.																					
Liskeard and Caradon - - -	10	3,540	1,422	3,615	-	188	-	-	-	-	-	337	9,102	8,404	698	108	2	-	-	51	-	53
Llanelli Railway and Dock - - - (Including the "Vale of Towy.")	60	4,550	5,288	1,287	6,128	485	133	-	105	232	2,203	20,411	36,576	16,165	56	15	17	-	630	3	665	
Llangollen and Corwen - - -	Worked by the Great Western.																					
Llantrissant and Taff Vale Junction - - -	Worked by the Taff Vale.																					
Llynvi Valley - - -	20	1,739	2,595	93	1,578	908	60	-	235	-	1,235	8,533	22,337	13,804	38	4	4	-	5	2	15	
London and Blackwall - - -	5	4,802	9,481	1,486	12,652	4,426	3,547	451	12	236	6,521	43,614	105,479	61,865	41	11	43	-	11	-	65	
London and Greenwich - - -	Leased to the South Eastern.																					
London, and North-Western - - - (Including the "Birmingham, Wolverhampton and Stour Valley," "Buckinghamshire," "Can- nock Mineral," "Chester and Holfhead and Branches," "Cromford and High Peak," "Kendal and Windermere," "Knighton," "Lancaster and Carlisle," "Merthyr, Tredegar, and Abercromby," "North Union," "St. George's Harbour," "Shropshire Union," "South Leicestershire," "South Staffordshire and Branches," "Stockport, Disley, and Whaley Bridge," "War-rington and Stockport," "Watford and Rickmans-worth," and half of the "Birkenhead and Branches," "Shrewsbury and Hereford," "Penbury" and part of the "West London Extension.")	1,274	443,656	711,821	204,482	886,706	85,828	83,598	30,725	49,938	61,971	149,395	2,708,123	6,276,879	3,568,758	43	1,251	2,175	1,171	20,994	1,687	27,278	

* Return made up for year ending 31st January 1866.

† From the 1st February to 31st May.

‡ Inclusive of 1,560*l.* for hire and purchase of waggon.

|| Borrowed of the North-eastern Company as required.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1865.	WORKING EXPENDITURE during the Year ended 31st December 1865 (exclusive of all Steam Boat, Canal, and Harbour Expenses).												Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1865.					
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.				Coaching.		Other Vehicles attached to Passenger Trains.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.
																	Carriages used for the Conveyance of Passengers only.					
M.	£	£	£	£	£	£	£	£	£	£	£	£	£	No.	No.	No.	No.	No.	No.			
London and South-Western (Including the "Bishops Waltham," "Devon and Cornwall," "Exeter and Crediton," "Exeter and Exmouth," "Lymington," "Mid Hants," "Kingwood, Christchurch, and Bourne-mouth," "Salisbury and Yeovil," "Staines, Wokingham, and Woking," "Stokes Bay Railway and Pier," and "Weymouth and Portland.")	576	147,436	195,250	47,455	249,354	28,239	38,083	25,000	-	8,928	31,531	769,274	1,477,843	708,569	52	219	1,143	447	4,530	3	6,342	
London, Brighton, and South Coast (Including the "Borner," "Epsom and Leatherhead," "Wimbledon and Croydon," and part of the "Victoria Station and Pimlico.")	275	63,057	152,741	37,030	203,504	35,872	27,796	4,504	3,060	3,898	14,376	545,838	1,055,116	509,278	52	213	1,117	331	3,129	9	4,799	
London, Chatham, and Dover (Including the "Crystal Palace and South London Junction," "Kent Coast," "Mid Kent (Bromley t. St. Mary's Cray)," "Seven-oaks, Maidstone, and Tunbridge," "Sittingbourne and Sheerness," and part of the "Victoria Station and Pimlico.")	132	48,025	76,785	15,177	90,846	12,959	8,066	2,632	1,368	131	9,284	265,273	446,896	181,623	59	91	504	51	948	40	1,634	
Londonderry (Seaham) to Sunderland (Private property.)	7	1,846	4,072	933	420	346	157	-	-	-	875	8,649	17,868	9,219	43	9	12	-	20	-	41	
London, Tilbury and Southend	44	10,877	10,134	-	16,625	1,045	1,157	80	51	-	850	40,819	63,336	22,517	64	{ Supplied by Great Eastern Railway Company.						
Lowestoft	Included in the Great Eastern Return.																					
Ludlow and Clechill	6	374	257	21	358	5	-	-	-	-	25	1,040	697	{ 343 Deficiency }	150	1	-	-	34	1	36	
Lymington	Worked by the London and South-Western.																					
Lynn and Hunstanton	Worked by the Great Eastern.																					
Manchester, Buxton, Matlock, and Midlands Junction.	Leased to the London and North-Western and Midland, and worked by the Midland.																					
Manchester, Sheffield, and Lincolnshire (Including the "South Yorkshire and River Dun.")	246	71,368	108,082	33,239	120,375	11,700	6,843	6,483	1,118	4,266	33,478	396,952	867,690	470,678	46	201	375	107	6,799	94	7,576	
Manchester, South Junction, and Al-trincham (Joint property of the "London and North Western," and "Manchester, Sheffield, and Lincolnshire.")	9	5,871	7,614	1,983	8,754	1,116	1,378	2,797	35	2,333	3,057	34,938	81,263	46,325	43	-	70	1	101	2	174	
Marlborough	Worked by the Great Western.																					
Maryport and Carlisle	28	7,924	10,949	4,291	2,859	881	620	-	59	-	5,795	33,377	79,720	46,343	42	17	27	13	999	6	1,062	
Merthyr, Tredegar, and Abergavenny	Leased to the London and North-Western.																					
Metropolitan	5	8,633	18,717	-	18,890	4,455	4,811	-	-	-	-	55,506	140,754	85,248	38	18	61	-	-	-	79	
Mid-Hants	Worked by the London and South-Western.																					
Mid-Kent (Bromley to St. Mary's Cray)	Leased to the London, Chatham, and Dover.																					
MIDLAND (Including the "North-Western," "Redditch," "Tewkesbury and Malvern," and half the Odley and Ilkley Joint Line.)	688	199,082	367,687	95,555	327,947	44,071	23,783	25,958	6,152	24,271	82,677	1,197,633	2,704,979	1,507,346	44	530	1,069	480	11,851	645	14,575	
Manchester, Buxton, Matlock, and Midlands Junction	12	2,993	3,600	-	2,348	127	376	-	-	-	557	10,001	23,152	13,151	43							
Total Midland	700	202,075	371,287	95,555	330,295	44,798	24,109	25,958	6,152	24,271	83,234	1,207,634	2,728,131	1,520,497	44							
Mid-Wales	43	977	3,330	400	3,073	207	157	-	97	4	3,307	11,651	21,762	10,111	54	12	54	4	526	-	596	
Milford	Worked by the Great Western.																					
Monmouthshire	49	21,650	23,118	4,219	15,323	3,882	255	58	337	4,213	5,078	78,143	148,208	70,065	53	36	40	8	380	-	464	
Much Wenlock and Severn Junction	Worked by the Great Western.																					

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1865.	WORKING EXPENDITURE during the Year ended 31st December 1865 (exclusive of all Steam Boat, Canal, and Harbour Expenses).													Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1865.					
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.		Locomotives.	Carriages used for the Conveyance of Passengers only.	Coaching. Other Vehicles attached to Passenger Trains.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.
Nantwich and Market Drayton		Worked by the Great Western.														No.	No.	No.	No.	No.	No.
North and South Western Junction	5	1,454	-	-	2,400	289	300	-	-	39	320	4,802	12,881	8,070	37	{ Supplied by the North London and London and South-Western Companies.					
North-Eastern (Including the "Great North of England," "Clarence, and Hartlepool," and the "Hull and Selby.")	1,205	286,998	554,794	261,396	324,448	60,495	26,554	14,855	-	14,513	180,852	1,674,400	3,529,238	1,854,883	47	769	1,228	502	59,467	432	62,418
Northern and Eastern		Leased to the Great Eastern.																			
North London	12	10,845	39,083	11,372	29,992	2,940	8,396	627	173	1,193	5,012	104,433	240,259	135,826	43	52	274	23	422	62	888
North Staffordshire	144	27,360	47,451	11,181	46,130	3,453	2,844	401	74	1,965	15,007	155,866	314,031	153,165	50	76	177	114	3,893	-	4,260
North Union		Leased to the Lancashire and Yorkshire and London and North-Western; included in the latter's Return.																			
North-Western		Leased to the Midland.																			
Norwich and Spalding		Worked by the Great Northern.																			
Nottingham and Grantham Railway and Canal		Leased to the Great Northern.																			
Oldham, Ashton-under-Lyne, and Guide Bridge Junction	5	1,572	4,292	-	2,992	537	61	-	10	-	142	9,606	8,007	1,599 Deficiency	120	{ Provided by the Manchester, Sheffield, and Lincolnshire Company.					
Pembroke and Tenby	12	610	647	44	927	109	208	-	-	-	100	2,645	6,145	8,500	43	3	8	2	28	-	41
Penarth Harbour, Dock, and Railway		Leased to the Taff Vale.																			
Ramsey		Worked by the Great Northern.																			
Redditch		Worked by the Midland.																			
Redruth and Chasewater	9	1,043	1,604	633	5,247	113	-	-	-	-	998	9,643	13,605	3,962	71	3	-	-	120	-	123
Rhymney	24	3,838	10,913	835	5,580	1,841	40	76	11	13	2,730	25,423	59,874	34,448	42	18	28	5	54	10	115
Ringwood, Christchurch, and Bournemouth		Worked by the London and South-Western.																			
Royston and Hitchin		Leased to the Great Northern, but worked by the Great Eastern.																			
St. George's Harbour		Worked by the London and North-Western.																			
Salisbury and Yeovil		Leased to the London and South-Western.																			
Saundersfoot Railway and Harbour	7	260	-	-	-	60	-	-	-	-	-	320	682	362	47	-	-	-	-	-	-
Seemons, Maidstone, and Tunbridge		Worked by the London, Chatham, and Dover.																			
Sewern Valley		Leased to the Great Western.																			
Shrewsbury and Hereford		Included in the Great Western and London and North-Western Returns.																			
Shropshire Union Railway and Canal		Leased to the London and North-Western.																			
Sirhowy (from 19th June, 1865.)	14	1,600		2,403	-	198	10	-	10	5	2,445	6,071	12,727	6,056	52	6	10	-	13	4	33
Sittingbourne and Sheerness		Leased to the London, Chatham, and Dover.																			
Somerset and Dorset	66	5,975	9,564	2,574	16,027	523	748	-	95	100	591	36,202	48,338	12,136	75	18	55	16	840	46	975
SOUTH DEVON (Including the "Dartmouth and Torbay," and the "Launceston and South Devon (From 1st July)")	100	18,234	48,461	7,490	32,233	2,967	4,713	1,126	-	1,437	-	116,661	223,540	106,879	52	-	91	44	288	24	442
West Cornwall for 6 months ending 31st December	42	2,344	1,727	1,431	3,089	177	325	-	13	-	1,143	10,257	20,581	10,321	50	12	35	12	373	-	432
Total South Devon	142	20,578	50,188	9,924	35,322	3,144	5,038	1,126	18	1,437	1,143	126,918	244,121	117,903	52	18	186	56	656	24	874
South-Eastern* (Including the "London and Greenwich.")	297	112,214	150,860	45,790	193,796	51,032	29,089	70,726	2,980	11,133	47,516	715,136	1,253,005	537,809	57	218	1,242	408	3,370	266	5,504
South Leicestershire		Worked by the London and North-Western.																			
South Staffordshire		Leased to the London and North-Western.																			
South Yorkshire and River Don		Leased to the Manchester, Sheffield, and Lincolnshire.																			
Staines, Wokingham, and Woking		Leased to the London and South-Western.																			
Stamford and Epsendine	4	133	745	21	956	40	45	-	3	50	192	2,185	3,426	1,241	64	2	4	{ Supplied by Great Northern Railway Company. }			6

* Return made up for year ending 31st January 1866.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1865.	WORKING EXPENDITURE during the Year ended 31st December 1865 (exclusive of all Steam Boat, Canal, and Harbour Expenses).													Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1865.					
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damages and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.	Coaching.				Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.			
														Carriages used for the Conveyance of Passengers only.							Other Vehicles attached to Passenger Trains.		
Stockport and Woodley Junction	See Cheshire Lines Committee.	M.	£	£	£	£	£	£	£	£	£	£	£	£		No.	No.	No.	No.	No.	No.		
Stockport, Disley, and Whaley Bridge	Worked by the London and North-Western.																						
Stokes Bay Railway and Pier	Worked by the London and South-Western.																						
Stourbridge	Worked by the Great Western.																						
Stratford-upon-Avon	Worked by the Great Western.																						
Swansea Vale		20	1,853	4,074	245	2,235	694	32	10	63	-	2,056	11,312	20,984	9,672	54	8	12	1	100	3	124	
TAFF VALE (Including the "Aberdare" and "Llantrissant and Taff Vale Junction.")		70	32,078	35,559	18,119	32,783	13,750	1,349	-	96	6,841	12,875	153,450	305,628	152,178	50	60	62	17	2,632	38	2,809	
*Cowbridge		6	-	313	152	447	12	15	-	-	-	2	946	1,328	382	71							
Total Taff Vale		76	32,078	35,872	18,271	33,230	13,762	1,364	-	96	6,841	12,877	154,396	306,956	152,560	50							
Tenbury	Leased to the Great Western, and London and North-Western.																						
Tenbury and Bewdley	Worked by the Great Western.																						
Tendring Hundred	Worked by the Great Eastern.																						
Tewkesbury and Malvern	Worked by the Midland.																						
Vale of Clwyd		10	1,769	1,104	330	1,318	241	246	-	23	22	846	5,901	9,987	3,086	60	3	7	2	49	5	66	
Vale of Llangollen	Worked by the Great Western.																						
Vale of Neath	44 No Return.																						
Vale of Towy	Leased to the Llanelly.																						
Victoria Station and Pimlico	Line used by the London, Brighton, and South Coast, London, Chatham, and Dover, and the Great Western.																						
Ware, Hadham, and Buntingford	Worked by the Great Eastern.																						
Warrington and Stockport	Included in the London and North-Western.																						
Watford and Rickmansworth	Worked by the London and North-Western.																						
Wellington and Severn Junction	Leased to the Great Western.																						
West Cornwall		-	2,607	2,829	1,161	5,690	315	308	-	-	-	587	13,497	21,637	8,140	62	-	-	-	-	-	-	
For 6 months ending 30th June: for remaining 6 months see the "South Devon."																							
West London Extension	Line used by the London, Brighton, and South Coast, London and North-Western, London and South-Western, and Great Western																						
West Somerset	Leased to the Bristol and Exeter.																						
West Somerset Mineral		12	1,621	1,102	161	601	185	3	-	-	-	562	4,235	4,186	{ 49 Deficiency }	101	3	3	-	47	1	54	
Weymouth and Portland	Worked by the London and South-Western.																						
Whitehaven and Furness Junction		35	6,132	4,542	2,576	5,937	325	404	-	-	100	594	20,010	46,377	26,367	43	7	15	5	459	-	486	
Whitehaven, Cleator, and Egremont		10	2,569	5,017	1,611	3,259	517	81	-	-	40	1,519	14,613	33,710	19,097	43	8	10	2	574	6	600	
Whitehaven Junction		13	3,830	6,089	3,268	5,169	313	380	-	-	85	691	19,815	50,395	30,580	59	12	18	7	510	-	547	
Willoughby D'Eresby's, Lord—(Edenham to Little Bytham) (Private Property.)		4	480	199	-	-	-	5	-	-	-	293	977	425	{ 552 Deficiency }	230	2	2	2	-	-	6	
Wimbledon and Croydon	Leased to the London, Brighton, and South Coast.																						
Witney	Worked by the Great Western.																						
Wycombe	Leased to the Great Western.																						
TOTAL ENGLAND AND WALES		9,251	2,564,046	3,933,007	1,310,308	4,299,477	561,617	418,273	303,833	101,001	215,478	803,584	14,608,826	39,054,468	15,493,582	48	5,968	14,846	5,706	177,649	5,539	209,708	

This Railway was opened for Goods Traffic on 10th February, and for Passengers on 18th Sept. 1865.
 Exclusive of 108,227, the total Traffic Receipts of the "Cambrian" (see page 27), and 3,676, the total Traffic Receipts of the "Denbigh, Ruthin, and Corwen" (see page 29), those Companies not having made Returns of Working Expenditure, owing to their lines being worked by Contract.

The "Brecon and Merthyr Tydfil Junction," and the "Vale of Neath" Companies have not made Returns of Working Expenditure for 1865.

SCOTLAND.

RETURN of the WORKING EXPENDITURE and ROLLING STOCK of each RAILWAY COMPANY in SCOTLAND during the Year ended 31st December 1865.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1865.	WORKING EXPENDITURE during the Year ended 31st December 1865 (exclusive of all Steam Boat, Canal, and Harbour Expenses).											Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1865.						Total of the Five preceding Columns.	
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.				Locomotives.	Coaching.		Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.			
																	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.					
		M.	£	£	£	£	£	£	£	£	£	£	£		No.	No.	No.	No.	No.				
Aberdeen and Turriff	-	Worked by the Great North of Scotland.																					
Alford Valley	-	Worked by the Great North of Scotland.																					
Alyth	-	Leased to the Scottish North-Eastern.																					
Arbroath and Forfar	-	Leased to the Scottish North-Eastern.																					
Ayr and Maybole	-	Worked by the Glasgow and South-Western.																					
Banff, Macduff, and Turriff Extension	-	Worked by the Great North of Scotland.																					
Banffshire	-	Worked by the Great North of Scotland.																					
Berwickshire	-	Worked by the North British.																					
Busby	-	Worked by the Caledonian.																					
CALEDONIAN*	-	494	136,850	182,314	46,400	127,442	19,620	9,536	12,849	840	17,352	83,054	636,257	1,432,475	796,218	44	363	556	182	10,950	56	12	
Including the "Busby," "Greenock and Wemyss Bay," and "Port Patrick."																							
Carlisle and Silloth Bay	-	Leased to the North British.																					
Deeside	-	32	1,862	3,305	1,100	2,199	252	155	-	13	20	1,995	10,901	27,282	16,381	40	6	35	5	196	-	-	
Devon Valley	-	Worked by the North British.																					
Drumpeller	-	See "Forth and Clyde Navigation."																					
Edinburgh and Bathgate	-	Leased to the North British.																					
Findhorn	-	Worked by the Highland.																					
Formartine and Buchan	-	Worked by the Great North of Scotland.																					
Forth and Clyde Junction*	-	30	1,750	2,038	1,201	1,651	203	218	11	17	24	1,678	8,791	16,139	7,348	54	4	10	4	239	-	-	
Forth and Clyde Navigation	-	2	351	462	-	-	-	-	-	-	-	356	1,169	2,952	1,783	39	2	-	-	-	-	-	
(Owners of the "Drumpeller Railway.")																							
Glasgow and Milngavie Junction	-	Worked by the North British.																					
GLASGOW AND SOUTH-WESTERN*	-	249	67,403	60,056	19,643	56,648	9,956	3,559	824	1,967	2,769	23,984	246,809	550,273	303,464	45							
(Including the "Kilmarnock and Troon" and one half of the "Glasgow and Paisley" Joint Line.)																							
Ayr and Maybole Junction*	-	5	-	-	-	-	186	46	-	-	-	1,917	2,149	4,040	1,891	53							
Total Glasgow and South-Western*	-	254	67,403	60,056	19,643	56,648	10,142	3,605	824	1,967	2,769	25,901	248,958	554,313	305,355	45							
GREAT NORTH OF SCOTLAND*	-	99	7,186	11,284	2,188	16,437	2,331	996	-	43	340	10,947	51,152	99,051	47,899	52							
(Including the "Banffshire," "Inverury and Old Meldrum Junction," and the "Morayshire.")																							
Aberdeen and Turriff†	-	18	1,417	2,353	-	975	138	84	-	-	1	872	5,840	7,766	1,926	75							
Alford Valley†	-	16	617	1,880	-	889	67	48	-	-	4	779	4,234	5,847	1,613	72							
Banff, Macduff, and Turriff Extension†	-	11	470	1,118	-	648	35	42	-	-	4	611	2,928	3,231	303	91							
Formartine and Buchan†	-	54	1,077	3,225	2,021	3,232	470	299	-	-	-	1,902	12,226	25,861	13,635	47							
Keith and Dufftown†	-	11	421	1,339	-	450	38	36	-	-	1	356	2,641	3,159	518	84							
Strathspey†	-	33	-	-	-	-	78	-	-	-	-	2,245	2,323	4,638	2,365	49							
Total Great North of Scotland†	-	242	11,188	21,199	4,200	22,584	3,157	1,505	-	43	350	17,118	81,344	149,608	68,259	54							
Greenock and Wemyss Bay	-	Worked by the Caledonian.																					

* Returns made up for year ending 31st January 1866.

† Returns made up for year ending 31st August 1865.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1865.	WORKING EXPENDITURE during the Year ended 31st December 1865 (exclusive of all Steam Boat, Canal, and Harbour Expenses).											Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1865.											
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.				Locomotives.	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.						
Highland - - - (Including the "Findhorn.")	M. 242	£ 12,387	£ 27,266	£ 4,544	£ 26,613	£ 3,216	£ 2,300	£ 592	£ 554	£ 187	£ 8,058	£ 85,717	£ 180,384	£ 94,607	47	No. 55	No. 130	No. 46	No. 1,162	No. 3	No. 1,396						
Mercury and Old Mel-trum Junction - - -	Leased to the Great North of Scotland.																										
With and Dufftown - -	Worked by the Great North of Scotland.																										
Almarnock and Troon - -	Leased to the Glasgow and South-Western.																										
Leadburn, Linton, and Dolphinton - - -	Worked by the North British.																										
Perth - - - - -	Worked by the North British.																										
Perth and East of Fife -	19	1,327	823	1,131	1,880	182	221	-	65	3	574	6,206	13,351	7,145	53	4	6	1	166	2	179						
Perth and Bervie - - -	Worked by the Scottish North Eastern.																										
Perthshire - - - - -	Worked by the Great North of Scotland.																										
NORTH BRITISH* - - - (Including the "Berwickshire," "Carlisle and Silloth Bay," "Devon Valley," "Edinburgh and Bathgate," "Glasgow and Glasgow Junction," "Leadburn, Linton, and Dolphinton," "Perthshire," and the "Port Carlisle Dock and Railway.")	713	108,032	164,012	50,623	150,713	20,240	13,393	4,621	4,544	1,395	28,871	555,444	1,303,687	748,243	43	330	823	252	14,043	171	15,619						
Leslie - - - - -	5	320	-	-	987	111	13	-	-	-	-	1,431	2,307	936	60						1	-	-	-	-	1	
St. Andrews - - - -	5	1,019	846	-	372	73	92	-	-	-	146	2,538	3,811	1,273	67	-	-	-	-	-	-						
Total North British	723	109,371	164,858	50,623	151,072	20,424	13,488	4,621	4,544	1,395	29,017	556,875	1,306,998	750,179	43	331	823	252	14,043	171	15,620						
Perth - - - - -	Leased to the North British.																										
Perth Carlisle Dock and Railway - - - - -	Leased to the North British.																										
Perth Patrick - - - -	Worked by the Caledonian.																										
Perth Andrews - - - -	Worked by the North British.																										
Scottish North-Eastern* (Including the "Alyth" and the "Arbroath and Forfar.")	150	24,000	38,545	15,544	32,773	5,475	2,607	1,273	687	667	17,507	139,078	299,837	160,759	46	80	237	50	2,327	24	2,708						
Perth and Bervie - -	12	-	190	-	266	-	11	-	-	-	32	499	540	41	92												
From 1st November to 31st December.																											
Total Scottish North-Eastern - - -	162	24,000	38,735	15,544	33,039	5,475	2,618	1,273	687	667	17,539	139,577	300,377	160,800	46												
Perthspay - - - - -	Worked by the Great North of Scotland at a charge of 40 per cent. of the Gross Receipts.																										
TOTAL SCOTLAND -	2,290	366,489	501,056	144,395	433,125	62,671	33,646	20,170	8,730	22,787	185,284	1,778,333	3,986,741	2,208,408	45	1,026	2,183	676	36,429	256	40,570						

* Returns made up for year ending 31st January 1866.

I R E L A N D.

RETURN of the WORKING EXPENDITURE and ROLLING STOCK of each RAILWAY COMPANY in IRELAND during the Year ended 31st December 1865.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1865.	WORKING EXPENDITURE during the Year ended 31st December 1865 (exclusive of all Steam Boat, Canal, and Harbour Expenses).												Total Receipts as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1865.					
		Maintenances and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.				Carrriages used for the Conveyance of Passengers only.	Coaching. Other Vehicles attached to Passenger Trains.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.	
Athenry and Tuam	-	Leased to the Midland Great Western of Ireland.															No.	No.	No.	No.	No.	No.
Bagenalstown and Wexford	21	No Return. Line closed during 1865, the Company having been adjudged bankrupt.																				
Banbridge Junction	-	Leased to the Dublin and Belfast Junction.																				
Banbridge, Lisburn, and Belfast	-	Leased to the Ulster.																				
*Belfast and County Down (Including the "Belfast, Holywood, and Bangor.")	57	5,517	7,900	1,805	6,510	584	-	576	73	91	1,477	24,533	47,124	22,591	52	11	44	10	201	-	26	
Belfast and Northern Counties (Including the "Carrickfergus, and Larne," and "Londonderry and Coleraine.")	151	17,935	15,740	3,675	19,320	3,741	-	180	643	2,412	2,697	66,343	126,694	60,351	52	36	99	32	618	-	78	
Belfast, Holywood, and Bangor	-	Worked by the Belfast and County Down.																				
Carrickfergus and Larne	-	Worked by the Belfast and Northern Counties.																				
Cork and Bandon (Including the "Cork and Kinsale Junction.")	31	2,649	1,222	1,455	1,987	550	-	44	-	234	4,223	12,364	20,382	8,018	-	7	16	11	63	-	103	
Cork and Kinsale Junction	-	Worked by the Cork and Bandon.																				
Cork and Limerick Direct	-	Worked by the Great Southern and Western of Ireland.																				
Cork and Youghal	33	No Return. Worked by the Great Southern and Western of Ireland.																				
†Cork, Blackrock, and Passage	6	1,275	1,798	297	953	525	-	-	-	20	1,101	5,969	9,793	3,794	61	3	13	1	-	2	16	
Dublin and Belfast Junction (Including the "Banbridge Junction.")	63	7,492	9,995	2,801	5,909	1,925	-	20	108	304	4,564	33,118	78,433	45,315	42	17	35	26	213	-	29	
Dublin and Drogheda	75	8,389	12,298	2,398	9,591	2,893	-	73	189	986	2,815	39,582	93,864	54,282	40	22	63	36	208	44	37	
Dublin and Kingstown	-	Leased to the Dublin, Wicklow, and Wexford.																				
Dublin and Meath	35	1,261	4,204	404	3,769	98	-	-	62	-	259	9,997	15,416	5,419	65	7	22	8	50	-	87	
Dublin, Wicklow, and Wexford (Including the "Dublin and Kingstown.")	108	4,710	20,282	4,486	18,361	5,481	-	1,449	66	543	6,165	61,543	168,041	106,498	37	47	142	23	429	24	66	
Finn Valley	-	Worked by the Irish North Western.																				
Great Northern and Western of Ireland	-	Worked by the Midland Great Western of Ireland.																				
Great Southern and Western of Ireland (Including the "Cork and Limerick Direct.")	404	43,847	68,813	14,321	50,105	17,398	-	-	2,177	1,267	12,363	210,291	482,312	272,021	43	101	205	129	1,435	130	2,000	
Irish North-Western (Including the "Clones and Cavan Branch," "Finn Valley," and "Londonderry and Enniskillen.")	159	12,664	12,511	5,230	15,616	2,335	-	519	515	354	3,216	52,960	99,678	46,718	53	29	46	37	518	-	630	
Kilkenny Junction	-	Worked by the Waterford and Limerick.																				
Limerick and Castle Connell	-	Worked by the Waterford and Limerick.																				
Limerick and Ennis	-	Worked by the Waterford and Limerick.																				
Limerick and Foynes	-	Worked by the Waterford and Limerick.																				
Londonderry and Coleraine	-	Worked by the Belfast and Northern Counties.																				

* Return for year ending 31st January 1866.

† Return for year ending 31st October 1865.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1865.	WORKING EXPENDITURE during the Year ended 31st December 1865 (exclusive of all Steam Boat, Canal, and Harbour Expenses).													Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1865.					
		Maintenance and Renewal of Way.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.	Coaching.				Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.			
														Carriages used for the Conveyance of Passengers only.							Other Vehicles attached to Passenger Trains.		
<i>Londonderry and Enniskillen</i>		<i>Leased to the Irish North Western.</i>																<i>No.</i>	<i>No.</i>	<i>No.</i>	<i>No.</i>	<i>No.</i>	<i>No.</i>
<i>Londonderry and Lough Swilly</i>	15	274	820	-	1,281	34	-	-	-	18	-	46	2,478	3,465	992	71	3	6	1	20	-	30	
<i>Midland Great Western of Ireland</i> (Including the "Athenry and Tuam," and "Great Northern and Western of Ireland.")	333	74,480	33,354	8,061	2,154	7,388	-	6,550	1,390	1,760	12,538	147,675	282,935	135,260	52	66	110	80	1,071	108	-	1,435	
<i>Newry and Armagh</i>	21	2,440	1,826	1,732	2,701	67	-	50	-	74	747	9,637	12,900	3,263	75	7	12	6	182	-	207		
<i>Newry, Warrenpoint, and Rostrevor</i>	6	956	1,143	245	421	18	-	-	16	-	33	2,832	5,799	2,967	49	3	10	-	63	-	76		
<i>Portadown, Dungannon, and Omagh Junction</i>		<i>Leased to the Ulster.</i>																					
<i>Ulster</i> (Including the "Banbridge, Lisburn, and Belfast," and the "Portadown, Dungannon, and Omagh.")	121	12,878	21,134	4,304	23,726	4,194	-	67	854	509	5,384	73,100	145,713	72,613	51	29	69	38	594	-	730		
<i>Waterford and Kilkenny</i>		<i>Leased to the Waterford and Limerick.</i>																					
<i>Waterford and Limerick</i> (Including the "Kilkenny Junction," "Limerick and Castle Connell," "Limerick and Ennis," and the "Waterford and Kilkenny.")	191	12,662	14,038	8,013	15,339	1,094	-	-	-	328	3,163	54,637	112,871	58,234	48	28	62	33	548	-	671		
<i>Waterford and Tra- more</i>	8	754	1,071	35	746	101	-	-	-	40	113	2,880	5,116	2,256	56	4	14	-	8	-	26		
TOTAL IRELAND	1,838	210,183	228,199	59,262	178,429	48,426		9,528	6,061	8,922	60,904	809,914	1,710,506	900,592	47	420	968	471	6,226	308	8,393		

* Exclusive of 26,555£. the total Traffic Receipts returned by the Cork and Youghal (see page 43), the Company not having made a Return of Working Expenditure for 1865.



PART IV.

C A P I T A L, &c.

RETURNS by the several RAILWAY COMPANIES of their authorised SHARE and LOAN CAPITAL, and of the SUMS Received in respect of their ORDINARY CAPITAL and PREFERENTIAL CAPITAL, and DEBENTURE STOCK or FUNDED DEBT, on the 31st day of December 1865, specifying the Rate per Cent. of the Dividends for the Year 1865 on each of the said Capitals; showing also the Loans Outstanding on the 31st day of December 1865, Classified according to the several Rates per Cent. of Interest; and the CAPITAL authorised and CAPITAL paid up, for Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent:

And, of any AMALGAMATION, WORKING ARRANGEMENT, or SALE or LEASE of their Undertaking carried into effect by them during the Year 1865, under the authority of an Act of Parliament.

[In returning the Amount of "Authorised Capital up to the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent" (Columns Nos. 1, 2, and 3), the several Railway Companies were directed to include all Capital authorised to be raised by Acts of Parliament, or by Certificates of the Board of Trade under "The Railway Companies' Powers Act, 1864"; but not to include Capital authorised only for purposes which have lapsed by abandonment or otherwise.]

RETURN by the several RAILWAY COMPANIES of their authorised SHARE and LOAN CAPITAL, and of the SUMS received 31st day of December 1865, specifying the Rate per Cent. of the Dividends for the Year 1865 on each of the said Rates per Cent. of Interest; and the CAPITAL authorised and CAPITAL paid up, for Subscriptions to other

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorized as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.
ENGLAND AND WALES:								
<i>Aberdare</i> - - - - -	<i>Leased to the Taff Vale.</i>							
Abergavenny and Monmouth - -	150,000	49,900	199,900	—	—	—	—	—
<i>Abingdon</i> - - - - -	<i>Worked by the Great Western.</i>							
Acton and Brentford - - -	90,000	30,000	120,000	—	—	—	—	—
Afon Valley - - - - -	130,000	43,000	173,000	—	—	—	—	—
Aldbrough Pier and Railway -	20,000	6,660	26,660	—	—	—	—	—
Alexandra (Newport) Dock - -	600,000	200,000	800,000	—	—	—	—	—
Alford and Mablethorpe - - -	60,000	20,000	80,000	—	—	—	—	—
Anglesea Central - - - - -	120,000	40,000	160,000	84,491	Nil	—	—	—
Aylesbury and Buckingham - -	220,000	71,500	291,500	59,018	—	—	—	—
Bala and Dolgelly - - - - -	150,000	48,900	198,900	—	—	—	—	—
<i>Bangor and Caernarvon</i> - - -	<i>Leased to the Chester and Holyhead Railway Company, and included in their Return.</i>							
Barry - - - - -	70,000	23,000	93,000	—	—	—	—	—
Beddgelert - - - - -	100,000	33,300	133,300	—	—	—	—	—
Bedford and Northampton - -	400,000	133,000	533,000	404	—	—	—	—
Bembridge Railway, Tramway, and Pier.	No Return to the Order of the House.							
<i>Berks and Hants Extension</i> - -	<i>Worked by the Great Western.</i>							
Birkenhead - - - - -	2,550,000	600,000	3,150,000	1,941,505 134,316	3½ Calls on Forfeited Shares.	135,315	4½	7,170
Birmingham and Sutton Coldfield Extension.	100,000	33,000	133,000	60,790	—	—	—	—
<i>Birmingham, Wolverhampton, and Stour Valley.</i>	<i>Leased to the London and North Western.</i>							
Bishop's Castle - - - - -	382,000	127,000	509,000	92,786	Nil	84,000	Nil	—
Bishop's Stortford, Dunmow, and Braintree.	120,000	40,000	160,000	120,000	Nil	—	—	—
<i>Bishop's Waltham</i> - - - - -	<i>Worked by the London and South Western.</i>							
Blackpool and Lytham - - -	45,000	15,000	60,000	60,000	3	—	—	—
Blyth and Tyne - - - - -	580,000	166,500	746,500	269,353	9½	50,000 152,594	10 5	—
Bodmin - - - - -	61,000	20,300	81,300	1,312	—	—	—	—
Bodmin and Wadebridge - -	101,995	33,000	134,995	26,995	—	—	—	—

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.		£.		£.
Bognor - - - - -	<i>Worked by the London, Brighton and South Coast.</i>							
Bourton-on-the-Water - - -	<i>Worked by the Great Western.</i>							
Brean Down Harbour—								
Railways - - - - -	51,000	17,000	68,000	- Nil -	—	—	—	—
Harbour - - - - -	75,000	25,000	100,000	9,240	- - -	- - -	- - -	- - -
Brecon and Llandovery Junction -	120,000	40,000	160,000	30,000	- Nil -	- - -	- - -	- - -
Brecon and Merthyr Tydfil Junction	1,583,900	509,460	2,093,360	265,266	2½	1,155,061	2½	- - -
Bridport - - - - -	<i>Leased to the Great Western.</i>							
Bristol and Exeter - - - - -	3,693,842	1,040,158	4,734,000	2,022,460	5	1,105,382 452,527	4 4½	- - -
West Somerset - - - - -	120,000	40,000	160,000	67,796	- Nil -	50,000	2½	- - -
Bristol and North Somerset - - -	275,000	91,000	366,000	141,403	- Nil -	- - -	- - -	- - -
Bristol and Portishead Pier and Railway.	200,000	66,600	266,600	102,577	- - -	- - -	- - -	- - -
Bristol and South Wales Union -	<i>Worked by the Great Western.</i>							
Bristol Port Extension - - - - -	480,000	160,000	640,000	—	—	—	—	—
Bristol Port, Railway, and Pier -	225,000	41,000	266,000	123,433	2½	- - -	- - -	- - -
Briton Ferry Floating Dock - - -	<i>Worked by the Great Western.</i>							
Buckfastleigh, Totnes, and South Devon.	96,000	32,000	128,000	3,703	- Nil -	- - -	- - -	- - -
Buckinghamshire - - - - -	<i>Leased to the London and North Western.</i>							
Buckley - - - - -	60,000	20,000	80,000	28,515	5	20,000	5	- - -
Bude Canal and Launceston Junction.	20,000	6,600	26,600	—	—	—	—	—
Burnham Tidal Harbour - - - - -	262,000	87,300	349,300	13,250	- Nil -	- - -	- - -	- - -
Bury St. Edmund's and Thetford -	120,000	40,000	160,000	1,201	- - -	- - -	- - -	- - -
Calne - - - - -	<i>Worked by the Great Western.</i>							
Cambrian - - - - -	2,895,000	861,590	3,756,590	800,895	1 l. 14 s. 2 d.	1,627,770	3 l. 18 s. 10 d.	- - -
Cannock Chase and Wolverhampton	100,000	33,000	133,000	10,000	- - -	- - -	- - -	- - -
Cannock Mineral - - - - -	<i>Leased to the London and North Western.</i>							
Carmarthen and Cardigan - - - -	604,000	194,000	798,000	29,000	- - -	158,780	- - -	- - -
Carmarthenshire - - - - -	110,000	36,600	146,600	20,700	- Nil -	- - -	- - -	- - -

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
—	—	—	—	—	—	—	—	
- -	9,240	- -	- -	- -	9,240	—	—	
- -	30,000	- -	- -	- -	30,000	—	—	
- -	1,420,327	481,140	5	481,140	1,901,467	—	—	
- -	3,580,869	99,508 39,305 538,688	4½ 4½ 4	677,501	4,257,870	512,729	485,729	
- -	117,796	40,000	5	40,000	157,796	—	—	
- -	141,403	- -	- -	- -	141,403	—	—	
- -	102,577	19,300	5	19,300	121,877	—	—	
—	—	—	—	—	—	—	—	
- -	123,433	36,731	5	36,731	160,164	100,000	— Nil.	
- -	3,703	- -	- -	- -	3,703	—	—	
- -	48,515	10,000	4½	10,000	58,515	—	—	
—	—	—	—	—	—	—	—	
- -	13,250	3,200	5	3,200	16,450	—	—	
- -	1,201	- -	- -	- -	1,201	—	—	
- -	2,428,665	739,650 95,875	5 4½	835,525	3,264,190	230,000	205,000	
- -	10,000	- -	- -	- -	10,000	—	—	
- -	187,780	60,355	- -	60,355	248,135	—	—	
- -	20,700	- -	- -	- -	20,700	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.		£.		£.
Carnarvon and Llanberis	248,000	82,600	330,600	25,874	- Nil	-	-	-
Carnarvonshire	200,000	66,500	266,500	102,006	-	-	-	-
Central Cornwall	570,000	189,600	759,600	—	—	—	—	—
Central Wales	220,000	73,300	293,300	120,173	-	40,000	-	-
Central Wales Extension	328,000	109,333	437,333	255,772	-	-	-	-
Cheshire Lines Committee :								
Cheshire Midland	165,000	54,666	219,666	129,600	- Nil	35,400 guaranteed.	4 ½	-
Garston and Liverpool Committee	-	-	-	-	-	-	-	-
Stockport and Woodley Junction	80,000	26,666	106,666	52,000	- Nil	19,740 guaranteed.	4	-
Stockport, Timperley, and Al-trincham Junction.	245,000	81,666	326,666	245,000	- Nil	-	-	-
West Cheshire	283,000	94,266	377,266	34,166	- Nil	-	-	-
Cheshire Midland	See Cheshire Lines Committee.							
Chester and Holyhead	See London and North Western.							
Chester and West Cheshire Junction.	150,000	50,000	200,000	30,000	-	-	-	-
Chichester and Midhurst	370,000	123,000	493,000	—	—	—	—	—
Cockermouth and Workington	131,500	43,832	175,332	100,000	6 ½	6,948 21,667	4 ½ 5	-
Cockermouth, Keswick, and Penrith	234,000	77,000	311,000	230,915	1 ½	-	-	-
Colchester, Stour Valley, Sudbury, and Halstea	Leased to the Great Eastern.							
Coleford, Monmouth, Usk, and Pontypool.	Leased to the Great Western.							
Colne Valley and Halstead	218,000	71,633	289,633	62,618	- Nil	89,260	- Nil	-
Cornwall	1,375,060	458,000	1,833,060	572,301	- Nil	399,500 399,600	5 4 ½	-
Corris	39,000	13,000	52,000	15,000	-	-	-	-
Corwen and Bala	120,000	40,000	160,000	65,000	-	-	-	-
Coventry and Great Western Junction	200,000	66,600	266,600	—	—	—	—	—
Cowbridge	35,000	11,600	46,600	17,488	- Nil	-	-	-
Cowes and Newport	62,000	20,500	82,500	30,000	-	-	-	-

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	25,874	- -	- -	- -	25,874	- -	- -	
- -	102,006	66,500	5	66,500	168,506	- -	- -	
- -	- -	- -	- -	- -	- -	- -	- -	
- -	160,173	71,064	5	71,064	231,237	- -	- -	
- -	255,772	83,720	5	83,720	339,492	- -	- -	
- -	165,000	54,630	4½	54,630	219,630	- -	- -	
- -	- -	- -	- -	- -	- -	- -	- -	Capital,—Shares, 450,000 <i>l.</i> ; loans, 150,000 <i>l.</i> ; furnished in equal proportions by the Great Northern, and Manchester, Shef- field, and Lincolnshire Com- panies, and included in their Returns.
- -	71,740	20,000	4½	20,000	91,740	- -	- -	
- -	245,000	15,150 8,900 57,266 350	5 4¼ 4½ 4	81,666	326,666	- -	- -	
- -	34,166	- -	- -	- -	34,166	- -	- -	
- -	30,000	- -	- -	- -	30,000	- -	- -	
- -	- -	- -	- -	- -	- -	- -	- -	
- -	128,515	6,456 17,100 19,200	4 4¼ 4½	42,756	171,271	- -	- -	
- -	230,915	69,950	4¼	69,950	300,865	- -	- -	Return made up to 31st January 1866. This Line is worked by the London and North Western and Stockton and Darlington Companies.
- -	151,878	56,714	5	56,714	208,592	- -	- -	
- -	1,371,401	12,025 237,839 115,806 3,500 71,030	4 4¼ 4½ 4¾ 5	440,200	1,811,601	- -	- -	
- -	15,000	5,000	5	5,000	20,000	- -	- -	
- -	65,000	40,000	5	40,000	105,000	- -	- -	
- -	- -	- -	- -	- -	- -	- -	- -	
- -	17,488	- -	- -	- -	17,488	- -	- -	
- -	30,000	10,000	5	10,000	40,000	- -	- -	

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.		£.		£.
Croesor and Portmadoc - - -	25,000	8,330	33,330	12,500	- Nil -	- - -	- - -	- - -
Cromford and High Peak - -	<i>Leased to the London and North Western.</i>							
Crystal Palace and South London Junction.	<i>Worked by the London, Chatham, and Dover.</i>							
Dare Valley - - - - -	35,000	11,500	46,500	11,576	- - -	- - -	- - -	- - -
Dartmouth and Torbay - -	<i>Worked by the South Devon.</i>							
Daventry - - - - -	30,000	10,000	40,000	16,250	- Nil -	- - -	- - -	- - -
Deal and Dover - - - - -	150,000	50,000	200,000	—	—	—	—	—
Denbigh, Ruthin, and Corwen -	172,500	57,500	230,000	88,604	5	52,400	5	- - -
Devon and Cornwall - - -	<i>Worked by the London and South Western.</i>							
Devon and Somerset - - -	500,000	166,000	666,000	179,497	- - -	- - -	- - -	- - -
Disley and Hayfield - - -	45,000	15,000	60,000	29,222	- - -	- - -	- - -	- - -
Drayton Junction - - - -	375,000	125,000	500,000	30,000	- Nil -	- - -	- - -	- - -
East and West Junction - -	300,000	100,000	400,000	159,200	- Nil -	- - -	- - -	- - -
East Gloucestershire - - -	600,000	200,000	800,000	40,000	- Nil -	- - -	- - -	- - -
East Lincolnshire - - -	<i>See the Great Northern.</i>							
East London - - - - -	1,400,000	466,600	1,866,600	697,277	- - -	- - -	- - -	- - -
East Norfolk - - - - -	88,000	29,300	117,300	7,126	- Nil -	- - -	- - -	- - -
East Somerset - - - - -	<i>Worked by the Great Western.</i>							
Edgware, Highgate, and London -	388,000	129,300	517,300	153,884	- Nil -	32,320	- Nil -	- - -
Ely, Haddenham, and Sutton - -	36,000	12,000	48,000	27,440	- - -	- - -	- - -	- - -
Ely Valley - - - - -	<i>Worked by the Great Western.</i>							
Evesham and Redditch - - -	140,000	49,600	188,600	—	—	—	—	—
Exeter and Crediton - - -	<i>Leased to the London and South Western.</i>							
Exeter and Exmouth - - -	<i>Worked by the London and South Western.</i>							
Exmouth Docks and Railway -	6,000	1,500	7,500	—	—	—	—	—
Fareham and Netley - - -	105,000	35,000	140,000	—	—	—	—	—
Faringdon - - - - -	<i>Worked by the Great Western.</i>							
Fishguard Railway and Harbour -	250,000	83,000	333,000	—	—	—	—	—
Fleetwood, Preston, and West Ri- ding Junction.	270,000	50,000	320,000	206,966	1 ½	- - -	- - -	- - -

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
	Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.	Amount authorised to be Subscribed.	Amount actually Subscribed.	
-	-	£. 12,500	-	-	-	£. 12,500	£. —	£. —
-	-	11,576	-	-	-	11,576	—	—
-	-	16,250	5,500	5	5,500	21,750	—	—
-	-	—	—	—	—	—	—	—
-	-	141,004	50,000	5	50,000	191,004	—	—
-	-	179,497	-	-	-	179,497	—	—
-	-	29,222	-	-	-	29,222	—	—
-	-	30,000	-	-	-	30,000	—	—
-	-	159,200	99,580	6	99,580	258,780	—	—
-	-	40,000	-	-	-	40,000	—	—
-	-	697,277	-	-	-	697,277	—	—
-	-	7,126	-	-	-	7,126	—	—
-	-	186,204	73,300	5	73,300	259,504	—	—
-	-	27,440	10,008	5	10,008	37,448	—	—
-	-	—	—	—	—	—	—	—
-	-	—	—	—	—	—	—	—
-	-	—	—	—	—	—	—	—
-	-	206,966	21,756 10,450	4 $\frac{3}{4}$ 4 $\frac{1}{2}$	32,206	239,172	—	—

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.		£.		£.
Forcett - - - - -	30,000	10,000	40,000	3,828	- nil -	- - -	- - -	- - -
Forest of Dean Central - - -	81,000	26,660	107,660	39,517	- nil -	1,230	- nil -	- - -
Fulham - - - - -	165,000	55,000	220,000	-	-	-	-	-
Furness - - - - -	1,487,000	449,933	1,936,933	395,000 10,000 280,065 25,000	10 2½ 5 5½	298,000 200,000	6 5	- - -
Furness and Lancaster and Carlisle Union.	80,000	26,600	106,600	-	-	-	-	-
Garstang and Knot End - - -	60,000	20,000	80,000	2,906	- - -	- - -	- - -	- - -
Garston and Liverpool Railway Committee.	See Cheshire Lines Committee.							
Gloucester and Dean Forest - -	Leased to the Great Western.							
Great Eastern - - - - -	22,030,507	6,802,441	28,832,948	9,157,567	- nil -	80,653 1,151,417 105,000 6,417,782 873,388 788,815 23,750	7 6 5½ 5 4½ 4 3½	832,673 79,607
Colchester, Stour Valley, and Halstead.	250,000	83,000	333,000	228,675	£. 3. 7. 0	30,230	5	- - -
Lynn and Hunstanton - - -	60,000	20,000	80,000	60,000	6	- - -	- - -	- - -
Royston and Hitchin - - -	346,066	115,466	462,132	266,675	6	- - -	- - -	- - -
Tendring Hundred - - -	125,000	41,300	166,300	114,373	- nil -	- - -	- - -	- - -
Ware, Hadham, and Bunting- ford.	90,000	29,600	119,600	49,214	- nil -	29,720	- nil -	- - -
Great Northern - - - - -	14,024,700	4,402,276	18,426,976	5,362,613 1,092,971 303,920 269,233 387,507	7½ 7½ (a) £. 9. 19. 6 (b) (c)	3,508,634 910,000 200,000 43,400 55,000 9,000	5 4½ 4½ 4 3 (d)	2,783,123 53,000
East Lincolnshire - - -	600,000	200,000	800,000	-	-	600,000	6	- - -
Hatfield and St. Alban's - -	85,000	28,000	113,000	55,380	- nil -	- - -	- - -	- - -
Horncastle - - - - -	48,000	13,000	61,000	47,970	5½	- - -	- - -	- - -
Norwich and Spalding - - -	170,000	56,000	226,000	91,965	- nil -	- - -	- - -	- - -
Nottingham and Grantham Railway and Canal.	1,014,000	265,000	1,279,000	1,013,939	4½	- - -	- - -	- - -
Ramsey - - - - -	30,000	10,000	40,000	30,000	- - -	- - -	- - -	- - -
See also the "Royston and Hitchin."								
Great North of England, Clarence, and Hartlepool Junction.	Leased to the North Eastern.							

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
-	£. 3,828	£. -	-	£. -	£. 3,828	£. -	£. -	
-	40,747	20,036 1,624	5 4	21,660	62,407	-	-	
-	-	-	-	-	-	-	-	
-	1,208,065	1,700 125,809 199,189 29,750 110	4 4 1/4 4 1/2 4 3/4 5	356,558	1,564,623	110,000	24,000	
-	-	-	-	-	-	-	-	
-	2,906	-	-	-	2,906	-	-	
4 4 1/2	19,510,652	142,539 1,270,068 10,000 1,789,336 476,078 920,632 100,000	4 4 1/4 4 1/2 4 3/4 4 3/4 5 5 1/2	4,708,653	24,219,305	427,230	296,937	
-	258,905	-	-	-	258,905	-	-	
-	60,000	20,000	5	20,000	80,000	-	-	
-	266,675	-	-	-	266,675	-	-	Leased to the Great Nor- thern, but worked by the Great Eastern.
-	114,373	5,000 17,575	5	22,575	136,948	-	-	
-	78,934	28,954	5	28,954	107,888	-	-	
4 5	14,978,401	14,260 388,297 546,554 118,339 1,050	5 4 1/4 4 1/2 4 3 3/4	1,063,500	16,041,901	1,336,800 (e)	1,017,655	(a) From date of calls. (b) No dividend, being the premium on issue of ordinary stock, 1864. (c) Calls and prepayments. (d) Wakefield Station shares, no dividend yet paid. (e) Any amount not exceeding one-third of the capital of the Liverpool Central Station.
-	600,000	-	-	-	600,000	-	-	
-	55,380	23,000	5	23,000	78,380	-	-	
-	47,970	13,000	4 1/2	13,000	60,970	-	-	
-	91,985	2,600 1,400 51,613	4 1/4 4 3/4 5	55,613	147,598	-	-	
-	1,013,939	-	-	-	1,013,939	-	-	
-	30,000	-	-	-	30,000	-	-	

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—cont ^d .	£.	£.	£.	£.		£.		£.
Great Western - - - -	31,994,547	12,012,769	44,007,316	8,179,144 17,611 188,087 1,400,500 540,944 2,426,416	2·00 1·80 4·30 1·02 0·87 3·25	10,050 1,737,605 2,681,447 1,872,081 10,000 5,328,174 136,367 3,857,206 220,000 1,845,898 175,000	3 3½ 4 4½ 4¾ 4½ 4¾ 5 5½ 6 8	8,600 1,879,968
Abingdon - - - -	20,000	5,000	25,000	14,960	nil	-	-	-
Berks and Hants Extension -	298,000	99,000	397,000	108,228	1½	39,590	5	-
Bourton-on-the-Water - -	30,000	10,000	40,000	29,907	£1. 16. 3	-	-	-
Bridport - - - -	85,000	21,600	106,600	64,401	nil	20,000	5 (a)	-
Bristol and South Wales Union	300,000	98,000	398,000	169,096	nil	43,459	5 (b)	-
Briton Ferry Floating Dock -	135,000	35,000	170,000	72,492	-	3,740 40,000	6 5	-
Calne - - - -	49,000	16,100	65,100	20,820	-	-	-	-
Coleford, Monmouth, Usk, and Pontypool.	160,000	1,330	161,330	150,359	3	-	-	-
East Somerset - - - -	135,000	38,300	173,300	68,373	nil	48,570	3½	-
Ely Valley - - - -	83,000	27,300	110,300	83,000	5	-	-	-
Faringdon - - - -	22,500	7,500	30,000	10,000	nil	5,060	nil	-
Gloucester and Dean Forest -	254,000	83,470	337,470	254,000	5½	-	-	-
Great Western and Brentford -	180,000	60,000	240,000	95,920	2½	69,080	5	-
Hereford, Ross, and Gloucester	305,000	91,000	396,000	212,980	3	30,000	5	-
Leominster and Kington - -	60,000	26,000	106,000	59,010	4	16,820	4½	-
Llangollen and Corwen - -	90,000	30,000	120,000	87,273	1½ (c)	-	-	-
Marlborough - - - -	45,000	15,000	60,000	29,939	nil	-	-	-
Milford - - - -	No Return to the Order of the House.							
Much Wenlock and Severn Junction.	No Return to the Order of the House.							
Nantwich and Market Drayton	120,000	40,000	160,000	79,662	4½	-	-	-
Severn Valley - - - -	600,000	200,000	800,000	360,639	4	104,920	4½	-
Stourbridge - - - -	352,000	117,200	469,200	77,905 101,650 40,000	4 nil 4 on 15,000 l.	-	-	-
Stratford-upon-Avon - -	82,500	26,700	109,200	64,076	4½	16,880	5	-
Tenbury and Bewdley - -	140,000	40,000	180,000	98,481	2½	15,860	4½	-
Vale of Llangollen - - -	79,000	23,000	102,000	44,619	2½	19,490	5	-
Vale of Neath - - - -	1,391,000	462,233	1,853,233	746,430	5½	326,202 78,760	5 4½	56,254
Wellington and Severn Junction	60,000	10,000	70,000	59,862	5	-	-	-
Witney - - - -	80,000	26,000	106,000	37,850	nil	12,150	5	-
Wycombe - - - -	420,000	111,100	531,100	60,560 56,985	4 2	242,450	4½	-

Lines leased to, or worked by, the Great Western Company.

See also the "Birkenhead," "Shrewsbury and Hereford," "Tenbury," and "West London Extension."

including Subscriptions Undertakings.		Debturure Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1865, and on Debturure Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
4 4½	£. 32,515,098	£. 468,938 3,174,482 4,475,854 1,140,822 389,927	4 4½ 4½ 4½ 5	£. 9,650,023	£. 42,165,121	£. 2,769,500	£. 2,307,200	Return for year ending 31st January 1866,
-	14,960	5,000	5	5,000	19,960	—	—	
-	147,818	99,000	5	99,000	246,818	1,000	—	
-	29,907	9,980	5	9,980	39,887	—	—	
-	84,401	11,000 10,600	4½ 5	21,600	106,001	-	-	(a) For half year ending 30th June 1865.
-	213,455	98,000	5	98,000	311,455	-	-	(b) To 1st July 1865.
-	116,232	20,000 15,000	6 5	35,000	151,232	—	—	
-	20,820	11,600	5	11,600	32,420	—	—	
-	150,359	1,330	5	1,330	151,689	—	—	
-	116,943	30,750 7,550	5 4½	38,300	155,243	—	—	
-	83,000	25,800	4½	25,800	108,800	—	—	
-	15,060	7,500	5	7,500	22,560	—	—	
-	254,000	8,200 16,800	4½ 4½	25,000	279,000	25,000	25,000	
-	165,000	10,000 7,110 29,788 7,480	5 4½ 4½ 4½	54,378	219,378	—	—	
-	242,980	4,700 58,720 27,580	4 4½ 4½	91,000	333,980	—	—	
-	75,830	16,600 9,400	5 4½	26,000	101,830	—	—	
-	87,273	30,000	5	30,000	117,273	-	-	(c) From the opening of the line, 8th May 1865.
-	29,939	13,465	5	13,465	43,404	—	—	
-	79,662	12,200	5	12,200	91,862	—	—	
-	465,559	160,000	5	160,000	625,559	—	—	
-	219,555	81,600	5	81,600	301,155	—	—	
-	80,956	10,900 14,950	5 4½	25,850	106,806	—	—	
-	114,341	2,850 37,150	4½ 5	40,000	154,341	—	—	
-	64,109	15,000	4½	15,000	79,109	10,000	—	
4½	1,207,646	80,184 45,675 186,170	4½ 4½ 4½	312,029	1,519,675	20,000	20,000	Return for year ending 31st January 1866.
-	59,862	2,830	5	2,830	62,692	—	—	
-	50,000	16,000	5	16,000	66,000	—	—	
-	359,995	85,323 4,800 20,965	4½ 4½ 5	111,088	471,083	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.		£.		£.
<i>Great Western and Brentford</i> -	<i>Leased to the Great Western.</i>							
Hadlow - - - - -	51,000	17,000	68,000	—	—	—	—	—
Halesowen and Bromsgrove Branch Railways.	120,000	40,000	160,600	50	-	-	-	-
Halifax and Ovenden Junction -	90,000	30,000	120,000	28,940	-	-	-	-
Hammersmith and City Junction -	340,000	113,000	453,000	179,884	5	60,734	5	-
<i>Hatfield and St. Albans</i> -	<i>Worked by the Great Northern.</i>							
Hawes and Melmerby - - -	350,000	116,000	466,000	—	—	—	—	—
Hayling—								
Railways - - - - -	66,000	21,300	87,900	38,052	Nil	-	-	-
Docks, &c. - - - - -	60,000	20,000	80,000	Nil	-	-	-	-
Helston and Penryn Junction -	120,000	40,000	160,000	—	—	—	—	—
Hemel Hempstead and London and North Western.	20,000	6,600	26,600	1,530	-	-	-	-
Henley-in-Arden - - - - -	30,000	10,000	40,000	16,156	-	-	-	-
<i>Hereford, Ross, and Gloucester</i> -	<i>See the Great Western.</i>							
Hexham and Allendale - - -	120,000	40,000	160,000	20,962	-	-	-	-
Holywell - - - - -	30,000	10,000	40,000	10,000	Nil	-	-	-
<i>Horncastle</i> - - - - -	<i>Worked by the Great Northern.</i>							
Horsham, Dorking, and Leatherhead.	120,000	40,000	160,000	116,400	-	-	-	-
Hoylake - - - - -	190,000	63,300	253,300	56,260	Nil	-	-	-
Hull and Hornsea - - - - -	120,000	39,600	159,600	59,807	Nil	402	Nil	-
<i>Hull and Selby</i> - - - - -	<i>Leased to the North Eastern.</i>							
Ilfracombe - - - - -	210,000	70,000	280,000	10,500	Nil	-	-	-
Ipswich and Felixstow - - -	65,000	21,800	86,800	—	—	—	—	—
Isle of Purbeck - - - - -	90,000	30,000	120,000	—	—	—	—	—
Isle of Wight - - - - -	549,000	182,200	731,200	110,022	-	47,622	5	-
Keighley and Worth Valley - -	36,000	12,000	48,000	41,396	-	-	-	-
<i>Kendal and Windermere</i> - -	<i>Leased to the London and North Western.</i>							
<i>Kent Coast</i> - - - - -	<i>Worked by the London, Chatham, and Dover.</i>							
Kettering, Thrapstone, and Huntingdon.	230,000	75,600	305,600	100,000	-	130,000	-	-
Kidwelly and Burry Port - -	120,000	33,000	153,000	72,100	Nil	-	-	-
Kingsbridge - - - - -	130,000	43,000	173,000	2,720	-	-	-	-
King's Lynn Docks and Railway -	66,000	22,000	88,000	114	Nil	-	-	-
Kington and Eardisley - - -	190,000	63,000	253,000	35,974	-	-	-	-
<i>Knighton</i> - - - - -	<i>Worked by the London and North Western.</i>							

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
—	—	—	—	—	—	—	—	
- -	50	- -	- -	- -	50	—	—	
- -	28,940	- -	- -	- -	28,940	—	—	
- -	240,618	75,350	5	75,350	315,968	- -	- -	This line is vested in the Great Western and Metropoli- tan Companies jointly.
—	—	—	—	—	—	—	—	
- -	38,052	16,400	5	16,400	54,452	—	—	
- -	-	Nil.	—	—	—	—	—	
—	—	—	—	—	—	—	—	
- -	1,530	- -	- -	- -	1,530	—	—	
- -	16,156	2,000	5	2,000	18,156	—	—	
- -	20,962	- -	- -	- -	20,962	—	—	
- -	10,000	- -	- -	- -	10,000	—	—	
- -	116,400	- -	- -	- -	116,400	—	—	
- -	56,260	- -	- -	- -	56,260	—	—	
- -	60,209	23,000	4½	23,000	83,209	—	—	
- -	10,500	- -	- -	- -	10,500	—	—	
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
- -	157,644	49,900	5	49,900	207,544	—	—	
- -	41,396	1,900	5	1,900	43,296	—	—	
- -	230,000	75,600	5	75,600	305,600	—	—	
- -	72,100	- -	- -	- -	72,100	—	—	
- -	2,720	- -	- -	- -	2,720	—	—	
- -	114	- -	- -	- -	114	—	—	
- -	35,974	- -	- -	- -	35,974	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.		£.		£.
Lancashire and Yorkshire - -	16,788,958	5,196,753	21,985,711	12,093,594	5 $\frac{7}{8}$	378,573 794,040 260,050 350,720 2,121,742 48,324	6 $\frac{1}{4}$ 6 £. 5. 3. 10 5 4 $\frac{1}{4}$ 4	488,626 1,000
(Preston and Wyre) - -	708,000	-	708,000	708,000	7	-	-	-
See also the "North Union."								
Lancashire Union - - -	450,000	149,000	599,000	38,785	- Nil	-	-	-
Lancaster and Carlisle - -	Leased to the London and North Western.							
Landport and Southsea Tramway -	10,000	2,500	12,500	9,000	5	-	-	-
Launceston and South Devon -	Worked by the South Devon.							
Leominster and Kington - -	Worked by the Great Western.							
Liskeard and Caradon - - -	30,825	10,000	40,825	17,385	5	7,200	5	-
Liskeard and Looe Union Canal -	28,000	14,000	40,000	25,057	5 on 13,000 l.	-	-	-
Liverpool Central Station - -	500,000	166,000	666,000	-	-	-	-	-
Llanelly Railway and Dock - -	955,000	317,880	1,272,880	199,680 110,053 68,004	3 $\frac{1}{2}$	79,966 140,000 68,500	5	-
Vale of Towy - - - -	60,000	18,000	78,000	50,822	2 $\frac{1}{2}$	-	-	-
Llangollen and Corwen - -	Worked by the Great Western.							
Llantrissant and Taff Vale Junction	Worked by the Taff Vale.							
Llynvi Valley - - - -	270,000	89,900	359,900	69,080	4	165,615	5	-
London and Blackwall - - -	2,051,000	680,500	2,731,500	1,452,870	2 $\frac{1}{2}$	250,055	4 $\frac{1}{2}$	-
London and Greenwich - -	Leased to the South Eastern.							
London and North Western - -	85,611,951(a)	13,892,449(b)	49,444,400	25,954,097 32,787(c) 2,392,103(d)	6 $\frac{1}{2}$	158,400 1,529,293 175,080 394,000 540,000 (e)	6 5 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4	310,830 1,963,133
Lines leased to, or worked by, the London and North Western.								
(Birmingham, Wolverhampton and Stour Valley.	882,169	370,000	1,252,169	532,519	£. 4. 8. 4.	-	-	-
Buckinghamshire - -	1,245,000	(g)	1,245,000	1,245,000	4	-	-	-
Cannock Mineral - -	160,000	40,000	200,000	108,152	3 $\frac{1}{2}$	-	-	-

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
4 3½	16,536,669	50,000 960,012 151,700 1,185,356 108,300 1,877,558 47,690	4 ¾ 4 ½ 4 ½ 4 ½ 4 ½ 4 ½ 3 ¾	4,380,616	20,917,285	66,000	66,000	
-	708,000	-	-	-	708,000	-	-	
-	38,785	-	-	-	38,785	-	-	
-	9,000	-	-	-	9,000	-	-	
-	24,585	3,000 3,000	5 4 ½	6,000	30,585	-	-	
-	25,057	4,000	4 ½	4,000	29,057	-	-	
-	-	-	-	-	-	-	-	
-	666,203	186,515 1,900 38,060 3,700	5 4 ¾ 4 ½ 4	230,175	896,378	-	-	
-	50,822	18,000	5	18,000	68,822	-	-	
-	234,695	13,072 3,100 62,748	4 ½ 4 ½ 5	78,920	313,615	-	-	
-	1,702,925	26,400 88,600 346,240 42,900	4 4 ½ 4 ½ 4 ½	504,140	2,207,065	-	-	
3½ 4	33,389,723	700 240 6,500 4,023,679 3,171,064 3,196,109 138,050 252,743	3 3 ½ 3 ½ 4 4 ½ 4 ½ 4 ½ 5	10,789,085	44,178,808	(f)	2,982,453	(a) Exclusive of the Capital authorised to be raised for the "Oldham, Ashton-under-Lyne, and Guide Bridge Junction," and "South Leicestershire" purchases, and subscriptions to the "North London" and "Portpatrick" Railways. See also the "Shropshire Union." (b) See also the "Buckinghamshire." (c) Calls in arrear. (d) Authorised nominal additions and reductions. (e) Exclusive of 694,378 L. paid in advance. (f) Permissive powers given in other Companies' Acts are not always exercised, and therefore the only Return the Company can make is the sum actually subscribed.
-	532,519	-	-	-	532,519	-	-	
-	1,245,000	-	-	-	1,245,000	-	-	(g) 414,000 L. included in London and North Western Return.
-	108,152	21,600 4,053 12,330	5 4 ¾ 4 ½	37,983	146,135	-	-	

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.		£.		£.
London and North Western— <i>contd.</i>								
Chester and Holyhead - - -	3,605,000	1,094,832	4,699,832	2,100,000	2½	150,000 725,000 630,000	4 5 5½	- -
Cromford and High Peak - -	303,525	20,000	323,525	127,700	8s.	46,915 31,910 20,000 20,000	1¾ 3 3½ 4½	- -
Kendal and Windermere - -	175,000	56,000	231,000	111,700	3	49,820	6	- -
Knighton - - - -	106,000	35,800	141,800	52,485	4½	24,000	5	- -
Lancaster and Carlisle - -	2,991,130	463,000	3,454,130	2,420,300	11½	456,000	4½	- -
Merthyr, Tredegar, and Aber-gavenny.	220,000	72,900	292,900	207,155	5	- -	- -	- -
St. George's Harbour - - -	No Return to the Order of the House.							
Shropshire Union Railways and Canal.	- (a) -	814,207	814,207	1,226,100	3l. 6s. 3d.	- -	- -	- -
South Leicestershire - - -	195,000	64,000	259,000	175,190	4½	- -	- -	- -
South Staffordshire - - -	1,302,000	431,300	1,733,300	944,935	4½	100,000 29,808	4½ 5	- -
Stockport, Disley, and Whaley Bridge.	385,000	126,600	511,600	105,000 136,310	2½ 5½	20,005	4½	- -
Warrington and Stockport -	54,670(b)	75,000	129,670(b)	- -	- -	20,510	5	- -
Watford and Rickmansworth -	70,000	23,000	93,000	31,730	- nil -	3,200	- nil -	- -
See also the "Birkenhead," "North Union," "Oldham, Ashton-under-Lyne, and Guide Bridge Junction," "Preston and Wyre," "Shrewsbury and Hereford," "Tenbury," and "West London Extension."								
London and South Western - -	12,158,550	4,929,796	17,088,355	7,733,695	5	171,277 14,400 10,100 1,450,000 483,558 771,412	7 5 4 4½ 4½ 4½	840,816
Lines leased to, or worked by, the London and South Western.								
(Portsmouth) - - - -	400,000	133,000	533,000	349,980	- -	- -	- -	- -
Bishop's Waltham - - -	24,000	7,000	31,000	12,580	- nil -	4,560	- nil -	- -
Devon and Cornwall - - -	640,000	212,333	852,333	92,577	- -	30,320	- -	- -
Exeter and Crediton - - -	105,000	34,999	139,999	70,000	4	20,000	5	- -

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
£.	£.	£.		£.	£.	£.	£.	
-	3,605,000	218,891 169,759 700,232 2,350	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 4 $\frac{3}{4}$	1,090,732	4,695,732	—	—	
-	246,525	-	-	-	246,525	3,740	3,740	
-	161,520	8,791 12,920 17,780	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$	39,491	201,011	—	—	
-	76,485	16,400 18,900	4 $\frac{1}{2}$ 5	35,300	111,785	—	—	
-	2,876,300	20,585 1,200	4 4 $\frac{1}{2}$	21,785	2,898,085	110,000	110,000	
-	207,155	49,900	5	49,900	257,055	—	—	
-	1,226,100	34,420 17,200 392,981 278,100 78,314	5 4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4	801,015	2,027,115	-	-	(a) The share capital of this Company has been converted into London and North Western Stock.
-	175,190	64,000	4 $\frac{1}{2}$	64,000	239,190	—	—	
-	1,074,743	24,300 160,350 195,800 1,350	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 5	381,800	1,456,543	—	—	
-	261,405	14,400 98,950 2,000	4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 4 $\frac{3}{4}$	115,350	376,755	—	—	
-	20,510 (b)	5,245 19,450 22,500 5,000	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 4 $\frac{3}{4}$	52,195	72,705 (b)	-	-	(b) Exclusive of 170,330 l. exchanged for 157,555 l. 5 s. London and North Western Stock, at 92 $\frac{1}{2}$ per cent.
-	34,930	13,500	5	13,500	48,430	—	—	
4	11,475,258	278,205 1,454,062 448,227 1,450,111 4,500 1,100 13,000 6,000	4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4 3 $\frac{1}{2}$ 3 $\frac{1}{4}$ 4 $\frac{1}{2}$ 4	3,655,205	15,130,463	- (c) -	669,088	(c) This Company only returns the amount actually subscribed.
-	349,980	-	-	-	349,980	-	-	The London and South Western Company pay an annuity for the purchase of the Portsmouth Railway.
-	17,140	5,000	5	5,000	22,140	—	—	
-	123,397	1,200	5	1,200	124,597	—	—	
-	90,000	11,550 2,500 8,950	4 $\frac{1}{2}$ 4 $\frac{1}{2}$ (d)	23,000	113,000	-	-	(d) Temporary Loan.

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—contd.								
London and South Western—contd.	£.	£.	£.	£.		£.		£.
Exeter and Exmouth - -	80,000	16,600	96,600	36,800	16 s. 10 d.	27,000	4l. 7s. 2d.	- -
Lymington - - - -	34,000	7,000	41,000	22,140	1 ½	11,860	5 ½	- -
Mid Hants - - - -	330,000	109,900	439,900	137,279	- -	23,800	- -	- -
Ringwood, Christchurch, and Bournemouth.	75,000	25,000	100,000	43,917	- -	- -	- -	- -
Salisbury and Yeovil - -	700,000	232,733	932,733	326,617	5 ¼	205,671	5	- -
Staines, Wokingham, and Woking.	340,000	103,000	443,000	251,173	1 ½	50,000	5	- -
Stokes Bay Railway and Pier	40,000	13,000	53,000	23,364	- nil -	14,300	- nil -	- -
Weymouth and Portland -	75,000	25,000	100,000	75,000	- nil -	- -	- -	- -
See also the "West London Extension."								
London, Brighton, and South Coast	12,679,500	4,193,400	16,872,900	5,342,933	5 ½	220,000 411,178 1,550,944 2,440,594 403,900	7 6 5 4 ½ 4	1,297,349
Bognor - - - -	30,000	10,000	40,000	24,440	4 ½	- -	- -	- -
Wimbledon and Croy- don.	60,500	13,000	73,500	45,500	4	- -	- -	- -
See also the "West London Extension."								
London, Chatham, and Dover -	12,670,000	4,164,399	16,834,399	5,532,657	- -	5,003,301	- -	- -
Crystal Palace and South London Junc- tion.	675,000	225,000	900,000	250,000	- nil -	337,500	- nil -	- -
Kent Coast - - - -	725,000	241,000	966,000	408,500	3	302,500	6	- -
Mid-Kent (Bromley to St. Mary's Cray).	70,000	23,000	93,000	61,550	4 (a)	- -	- -	- -
Sevenoaks, Maidstone, and Tunbridge.	825,000	274,666	1,099,666	102,679	- nil -	132,000	- nil -	- -
Sittingbourne and Sheer- ness	150,000	49,600	199,600	48,050	- -	40,820	- -	- -
London, Tilbury, and Southend -	662,000	190,000	852,000	650,650	6	- -	- -	- -
London, Worcester, and South Wales.	320,000	106,600	426,600	32,105	- nil -	- -	- -	- -
Lostwithiel and Fowey - - -	30,000	10,000	40,000	15,187	- -	- -	- -	- -
Lowestoft - - - -	Included in the Great Eastern Return.							
Luddenden Valley - - - -	22,000	7,300	29,300	2,150	- -	- -	- -	- -
Ludlow and Cleve Hill - - -	30,000	10,000	40,000	19,300	- nil -	- -	- -	- -
Lugg Valley - - - -	90,000	30,000	120,000	-	-	-	-	-
Lymington - - - -	Worked by the London and South Western.							
Lynn and Hunstanton - - -	Worked by the Great Eastern.							

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
	Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.	Amount authorised to be Subscribed.	Amount actually Subscribed.	
		£.	£.		£.	£.	£.	
-	-	63,800	16,600	4 $\frac{1}{8}$	16,600	80,400	—	—
-	-	34,000	4,500 2,000 500	5 4 $\frac{1}{8}$ 4 $\frac{1}{4}$	7,000	41,000	—	—
-	-	161,079	58,300	5	58,300	219,379	—	—
-	-	43,917	15,000	5	15,000	58,917	—	—
-	-	532,288	30,000 109,200 43,300	4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 5	182,500	714,788	—	—
-	-	301,173	12,535 12,415 63,650 1,000	5 4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{4}$	89,600	390,773	—	—
-	-	37,664	13,000	5	13,000	50,664	—	—
-	-	75,000	25,000	4 $\frac{1}{2}$	25,000	100,000	—	—
4		11,666,898	100,000 532,750 347,350 1,168,785 7,400	5 4 $\frac{1}{8}$ 4 $\frac{1}{4}$ 4 3 $\frac{3}{4}$	2,156,285	13,823,183	167,500	158,750
-	-	24,440	-	-	-	24,440	—	—
-	-	45,500	-	-	-	45,500	—	—
-	-	10,535,958	1,600 10,000 2,438,903 15,316 1,594,671	4 $\frac{1}{8}$ 4 $\frac{3}{4}$ 5 5 $\frac{1}{2}$ 6	4,060,490	14,596,448	—	—
-	-	587,500	111,925 112,615	5 6	224,540	812,040	—	—
-	-	711,000	29,820 209,192	5 6	239,012	950,012	—	—
-	-	61,550	500 14,100 8,400	4 5 5 $\frac{1}{2}$	23,000	84,550	-	-
-	-	234,679	31,650 62,220	5 6	93,870	328,549	—	—
-	-	88,870	25,400 1,600 12,000	5 5 $\frac{1}{2}$ 6	39,000	127,870	—	—
-	-	650,650	143,600	4 $\frac{1}{2}$	143,600	794,250	—	—
-	-	32,105	-	-	-	32,105	—	—
-	-	15,187	5,700 3,200	5 6	8,900	24,087	—	—
-	-	2,150	-	-	-	2,150	—	—
-	-	19,300	9,700	5	9,700	29,000	—	—
-	-	—	—	—	—	—	—	—

(a) Paid by the London, Chatham and Dover Company.

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.		£.		£.
Lynn and Sutton Bridge - - -	130,000	38,000	168,000	114,378	- -	- -	- -	- -
Macclesfield, Bollington, and Marple	200,000	66,600	266,600	16,400	- Nil -	- -	- -	- -
Manchester and Milford - - -	681,300	227,100	908,400	283,600	Nil -	- -	- -	- -
<i>Manchester, Buxton, Matlock, and Midlands Junction.</i>	<i>Leased to the London and North Western, and Midland, and Worked by the Midland.</i>							
Manchester, Sheffield, and Lincolnshire.	10,692,498	3,283,790	13,976,198	4,090,732	2 $\frac{1}{2}$	1,998,107 1,045,804 225,000 366,098	6 5 4 $\frac{1}{2}$ 3 $\frac{1}{4}$	79,576
South Yorkshire and River Dun	1,400,000	428,920	1,828,920	608,520	5	64,800 594,805	4 5	- -
<i>See also the "Oldham, Ashton-under-Lyne, and Guide Bridge Junction."</i>								
<i>Marlborough - - - -</i>	<i>Worked by the Great Western.</i>							
Maryport and Carlisle - - -	555,000	175,000	730,000	230,175	9 $\frac{1}{2}$	252,825	8l. 1s. 3d.	- -
Mellis and Eye - - - -	15,000	5,000	20,000	1,653	- -	- -	- -	- -
<i>Merthyr, Tredegar, and Abergavenny.</i>	<i>Leased to the London and North Western.</i>							
Metropolitan - - - -	4,100,000	1,332,333	5,432,333	2,769,620	7	300,000	5	- -
Metropolitan and St. John's Wood -	500,000	165,000	665,000	153,202	- Nil -	- -	- -	- -
Metropolitan District - - -	3,750,000	1,250,000	5,000,000	1,191,350	- -	- -	- -	- -
<i>Mid-Hants - - - -</i>	<i>Worked by the London and South Western.</i>							
<i>Mid-Kent (Bromley to St. Mary's Cray).</i>	<i>Leased to the London, Chatham, and Dover.</i>							
Midland - - - -	25,490,383	6,409,656	31,900,039	10,862,067 978,533 (c) 9,577	6 $\frac{3}{4}$ 5 $\frac{3}{8}$	140,000 (a) 145,000 (b) 25,000 1,949,903 2,766,467 1,853,086 2,475,000	8 6 $\frac{3}{4}$ 6 $\frac{3}{4}$ 6 5 4 $\frac{1}{2}$ 4	1,038,330
Lines leased to, or worked by, the Midland.	Manchester, Buxton, Matlock, and Midlands Junction.	453,750	151,250	605,000	436,250	2l. 8s. 6d.	- -	- -
	North Western - - -	1,412,600	346,691	1,759,300	785,560	3 $\frac{1}{2}$	126,285	5
	Redditch - - -	50,000	16,500	66,500	35,000	4	540	5
	Tewkesbury and Malvern -	265,000	88,000	353,000	235,580	- Nil -	- -	- -

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
-	£. 114,378	£. 37,900	5	£. 37,900	152,278	£. 15,000	—	
-	16,400	-	-	-	16,400	—	—	
-	283,600	69,600	5	69,600	353,200	—	—	
4	7,805,917	1,000 164,730 1,516,438 40,000 601,371 330,233 62,154	3 $\frac{3}{4}$ 4 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 5	2,715,926	10,521,843	1,063,000	365,422	
-	1,268,125	25,000 160,000 700 70,000 63,000 674	4 4 $\frac{1}{2}$ 4 4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 5	319,374	1,587,499	70,000	70,000	
-	483,000	33,150 14,300 105,395	4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 4	152,845	635,845	—	—	
-	1,653	-	-	-	1,653	—	—	
-	3,069,620	11,400 551,843 6,110	4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 5	569,353	3,638,973	100,000	—	
-	153,202	-	-	-	153,202	—	—	
-	1,191,350	-	-	-	1,191,350	—	—	
4	22,242,963	1,000 414,589 1,079,533 2,420,004 45,710 650	5 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4 3 $\frac{3}{4}$ 3 $\frac{1}{2}$	3,961,486	26,204,449	652,799	434,686	(a) Guaranteed a minimum dividend of 6l. per cent. per annum, with right to participation in further profits declared rateably with the ordinary stock of the Company. (b) Guaranteed a minimum dividend of 6l. per cent. per annum, with right to equal participation in profits when they exceed the rate of 6l. per cent. per annum. (c) Amount paid on cancelled shares.
-	436,250	18,917 28,816 53,095 8,300	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{4}$	109,128	545,373	—	—	
-	911,845	169,061 44,514 54,150 27,723	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{4}$	295,453	1,207,298	—	—	
-	35,540	11,500	5	11,500	47,040	—	—	
-	235,580	88,000	5	88,000	323,580	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.		£.		£.
Midland and South Western Junction	90,000	30,000	120,000	30,000	- Nil -	- -	- -	- -
Mid-Sussex and Midhurst Junction -	70,000	20,000	90,000	65,040	- -	- -	- -	- -
Mid-Wales - - - - -	1,200,000	398,500	1,598,500	401,970	2	200,000	2 ½	- -
Milford - - - - -	Worked by the Great Western.							
Milford Haven, Dock, and Railway	No Return to the Order of the House.							
Minehead - - - - -	70,000	23,300	93,300	—	—	—	—	—
Mistley Thorpe and Walton - -	51,000	17,000	68,000	19,841	- Nil -	- -	- -	- -
Mold and Denbigh Junction - -	325,000	107,000	432,000	185,000	- Nil -	100,000	- Nil -	- -
Monmouthshire Railway and Canal -	1,145,000	350,000	1,495,000	714,594	6 ½	315,000	5	- -
Moretonhampstead and South Devon	105,000	35,000	140,000	50,884	- Nil -	- -	- -	- -
Moddwy - - - - -	21,000	7,000	28,000	—	—	—	—	—
Much Wenlock and Severn Junction	Worked by the Great Western.							
Nantlle - - - - -	140,000	60,000	200,000	20,000	- -	- -	- -	- -
Nantwich and Market Drayton -	Worked by the Great Western.							
Neath and Brecon - - - - -	675,000	225,000	900,000	582,920	- -	- -	- -	- -
New Milford Docks - - - - -	220,000	73,300	293,300	—	—	—	—	—
Newport and Usk - - - - -	138,000	46,000	184,000	—	—	—	—	—
Newport Pagnell - - - - -	125,000	41,000	166,000	31,099	- Nil -	53,732	- Nil -	- -
Newquay and Cornwall Junction -	27,000	9,000	36,000	6,621	- -	- -	- -	- -
Northampton and Banbury Junction	785,000	261,500	1,046,500	104,600	- Nil -	145,000	- Nil -	- -
North and South Western Junction -	90,000	28,600	118,600	90,000	5 ½	- -	- -	- -
North and South Wiltshire Junction	270,000	90,000	360,000	—	—	—	—	—
North Eastern - - - - -	31,393,804	10,122,146	41,515,950(a)	1,874,405 (b) 1,305,000 7,914,178 3,220,125 1,394,423 50,000 159,801	8 ¾ 8 6 5 ½ 37. 13s. 9d. 3 - Nil -	440,570 1,356,570 660,294 1,020,754 2,765,639 1,291,764 2,797,219 44,850	8 6 5 ½ 5 4 ½ 4 2 ¾ 4 ¾	89,670 199,327
Great North of England, Clarence, and Hartlepool Junction.	74,900	24,500	99,400	41,875	3	13,725 16,918	5 4 ½	- -
Hull and Selby - - - - -	733,000	244,333	977,333	700,000	9 ½. 18s.	- -	- -	- -

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	30,000	- -	- -	- -	30,000	- -	- -	
- -	65,040	20,000	4	20,000	85,040	- -	- -	
- -	691,970	232,000	5	232,000	923,970	- -	- -	
- -	- -	- -	- -	- -	- -	- -	- -	
- -	19,841	12,000	5	12,000	31,841	- -	- -	
- -	285,000	107,000	5	107,000	392,000	- -	- -	
- -	1,029,594	530 39,838 84,531 173,080 1,027	3½ 4 4½ 4½ 5	299,006	1,328,600	60,000	41,500	
- -	50,884	33,920	5	33,920	84,804	- -	- -	
- -	- -	- -	- -	- -	- -	- -	- -	
- -	20,000	19,650	5	19,650	39,650	- -	- -	
- -	582,920	225,000	5	225,000	807,920	- -	- -	
- -	- -	- -	- -	- -	- -	- -	- -	
- -	- -	- -	- -	- -	- -	- -	- -	
- -	84,831	15,000	5	15,000	99,831	- -	- -	
- -	6,621	- -	- -	- -	6,621	- -	- -	
- -	249,600	60,600	5	60,600	310,200	- -	- -	
- -	90,000	3,000 9,900 14,000	4½ 4½ 4½	26,900	116,900	- -	- -	
- -	- -	- -	- -	- -	- -	- -	- -	
4½ 4	26,584,589	337,231 45,200 3,170,503 2,124,500 3,225,683 9,700 98,453 28,763 101,603 5,000	5 4½ 4½ 4 4 3½ 4½ 4½ 4 3½	8,912,817	35,497,406	466,370	183,807	(a) Inclusive of 300,000 L., which by the 16 & 17 Vict., c. 136, the Leeds Northern Railway Company were authorised to raise by shares or loans, but as the Act limited the aggregate amount which that Company had power to raise, to the total amount at which it stood before the passing of that Act, the total capital and loans is not increased thereby. This power was continued to the North Eastern Company by 20 & 21 Vict. c. 19, and subsequent Acts.
				(c) 233,819	233,819	- -	- -	(b) 150,000 L. of this is 4 per Cent. Preferential Stock, but participates in any excess of dividend paid on the ordinary stock.
- -	72,518	- -	- -	- -	72,518	- -	- -	(c) The Company, as lessees of the "Hull and Selby," and "Great North of England, Clarence, and Hartlepool Junction" Railways, had these loans, in addition to their own, outstanding on the 31st December 1865.
- -	700,000	- -	- -	- -	700,000	- -	- -	

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—contd.	£.	£.	£.	£.		£.		£.
<i>Northern and Eastern - - -</i>	<i>Included in the Great Eastern Return.</i>							
North Kent Railway Extension -	120,000	40,000	160,000	—	—	—	—	—
North London - - - -	2,375,000	790,866	3,165,866	1,324,734	6	700,000	4 $\frac{1}{2}$	7,075
North London, Highgate, and Alexandra Park.	260,000	80,600	340,600	—	—	—	—	—
North Staffordshire - - -	5,341,000	1,746,600	7,087,600	3,200,000	3 $\frac{1}{2}$	1,524,536	5	- -
Northumberland Central - -	270,000	90,000	360,000	18,938	- -	- -	- -	- -
North Union - - - - -	739,201	426,500	1,165,701	739,201	8 l. 16 s. 0 $\frac{1}{2}$ d.	- -	- -	- -
<i>North Western - - - -</i>	<i>Leased to the Midland.</i>							
North Western and Charing Cross -	990,000	330,000	1,320,000	—	—	—	—	—
<i>Norwich and Spalding - - -</i>	<i>Worked by the Great Northern.</i>							
<i>Nottingham and Grantham Railway and Canal.</i>	<i>Leased to the Great Northern.</i>							
Ogmore Valley Railways - -	132,000	44,000	176,000	132,000	2	- -	- -	- -
Oldham, Ashton-under-Lyne, and Guide Bridge Junction.	140,000	46,600	186,600	100,000	- Nil -	40,000 guaranteed.	4 $\frac{1}{2}$	- -
Pembroke and Tenby - - -	280,000	93,200	373,200	75,692	5	97,040	5	- -
<i>Penarth Harbour, Dock, and Railway.</i>	<i>Leased to the Taff Vale.</i>							
Peterborough, Wisbeach, and Sutton	324,500	108,000	432,500	97,320	- -	150,000	- -	- -
Petersfield and Bishop's Waltham -	150,000	50,000	200,000	—	—	—	—	—
Plymouth and Dartmoor - -	110,000	25,000	135,000	35,000	- Nil -	- -	- -	- -
Pontypool, Caerleon, and Newport -	No Return to the Order of the House.							
Poole and Bournemouth - - -	90,000	30,000	120,000	—	—	—	—	—
<i>Preston and Wyre - - - -</i>	<i>Leased to the London and North Western and Lancashire and Yorkshire.</i>							
<i>Ramsey - - - - -</i>	<i>Worked by the Great Northern.</i>							
<i>Redditch - - - - -</i>	<i>Worked by the Midland.</i>							
Redruth and Falmouth Junction -	80,000	26,600	106,600	—	—	—	—	—

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
—	—	—	—	—	—	—	—	
4	2,031,809	96,800 68,700 317,254 120,800	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 4 $\frac{3}{4}$	603,554	2,635,363	—	—	
—	—	—	—	—	—	—	—	
—	4,724,536	142,870 475,261 476,483 280,220	4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4	1,374,834	6,099,370	80,000	8,200	
—	18,938	—	—	—	18,938	—	—	
—	739,201	179,887 147,921 14,900 66,970 200	4 4 $\frac{1}{4}$ 4 $\frac{3}{8}$ 4 $\frac{1}{2}$ 5	406,378	1,145,579	—	—	"The North Union is leased to the London and North Western and the Lancashire and Yorkshire Companies, which two Companies jointly pay to the North Union proprietors in respect of the share capital of 739,201 £. an annual rent of 66,068 £. 18s., or about 8 £. 18s. 0 $\frac{1}{2}$ d. per cent. per annum."
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	
—	132,000	10,500 2,000 18,845	6 5 $\frac{1}{2}$ 5	31,345	163,345	30,000	30,000	
—	140,000	1,000 45,320	4 4 $\frac{1}{2}$	46,320	186,320	—	—	Leased to the London and North Western and Manchester, Sheffield, and Lincolnshire jointly.
—	172,732	50,600	5	50,600	223,332	—	—	
—	247,320	89,980	5	89,980	337,300	—	—	
—	—	—	—	—	—	—	—	
—	35,000	—	—	—	35,000	—	—	
—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—cont ^d .	£.	£.	£.	£.		£.		£.
Rhymney - - - - -	696,000	232,000	928,000	190,644	2½	40,000 68,840 90,000 guaranteed.	6 5 5	- - -
Ribblesdale - - - - -	180,000	60,000	240,000	2,630	- - -	- - -	- - -	- - -
Rickmansworth, Amersham, and Chesham.	90,000	30,000	120,000	—	—	—	—	—
Ringwood, Christchurch, and Bournemouth.	Worked by the London and South Western.							
Ross and Monmouth - - -	120,000	40,000	160,000	3,554	- - -	- - -	- - -	- - -
Royston and Hitchin - - -	Leased to the Great Northern and Worked by the Great Eastern.							
Saffron Walden - - - - -	95,000	31,000	126,000	67,424	- - -	- - -	- - -	- - -
St. George's Harbour - - -	Worked by the London and North Western.							
St. Ives and West Cornwall Junction	42,000	14,000	56,000	1,250	- - -	- - -	- - -	- - -
Salisbury and Dorset Junction -	160,000	53,300	213,300	122,762	- - -	- - -	- - -	- - -
Salisbury and Yeovil - - -	Leased to the London and South Western.							
Salisbury Railway and Market House.	17,000	4,000	21,000	12,000	3	1,000	6	- - -
Saltash and Callington - - -	100,000	33,300	133,300	—	—	—	—	—
Saundersfoot Railway and Harbour -	29,500	12,000	41,500	17,500	- Nil -	- - -	- - -	- - -
Scarborough and Whitby - - -	275,000	91,600	366,600	—	—	—	—	—
Seaton and Beer - - - - -	36,000	12,000	48,000	5,915	- - -	- - -	- - -	- - -
Sevenoaks, Maidstone, and Tunbridge.	Worked by the London, Chatham, and Dover.							
Severn Junction - - - - -	420,000	140,000	560,000	1,200	- Nil -	- - -	- - -	- - -
Severn Valley - - - - -	Leased to the Great Western.							
Shrewsbury and Hereford - - -	675,000	225,000	900,000	553,195 (a) 6,753	6 4½	50,000	4½	35,565
Shrewsbury and North Wales -	550,000	182,000	732,000	384,650	- Nil -	100,000	- Nil -	- - -
Shrewsbury and Potteries Junction	400,000	133,300	533,300	240,714	- Nil -	- - -	- - -	- - -
Shropshire Union Railways and Canal.	Leased to the London and North Western.							
Sidmouth and Budleigh Salterton -	80,000	26,600	106,600	1,660	- - -	- - -	- - -	- - -
Sidmouth Railway and Harbour -	120,000	40,000	160,000	89,020	- Nil -	- - -	- - -	- - -
Sirhowy - - - - -	145,000	48,300	193,300	105,000	11	20,000	5	- - -
Sittingbourne and Sheerness -	Leased to the London, Chatham, and Dover.							
Skipton and Wharfedale - - -	80,000	26,000	106,000	—	—	—	—	—
Somerset and Dorset - - - -	877,000	339,000	1,216,000	302,012	- Nil -	210,035	1½	- - -
Southam - - - - -	70,000	23,000	93,000	—	—	—	—	—

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
-	£. 389,484	£. 56,195 7,700 57,395	5 4 $\frac{3}{4}$ 4 $\frac{1}{2}$	£. 121,290	£. 510,774	£. —	£. —	
-	2,630	-	-	-	2,630	—	—	
—	—	—	—	—	—	—	—	
-	3,554	-	-	-	3,554	—	—	
-	67,424	26,400	5	26,400	93,824	—	—	
-	1,250	-	-	-	1,250	—	—	
-	122,762	45,384	5	45,384	168,146	—	—	
-	13,000	1,500 2,000	5 4 $\frac{1}{2}$	3,500	16,500	—	—	
—	—	—	—	—	—	—	—	
-	17,500	8,000	5	8,000	25,500	—	—	
—	—	—	—	—	—	—	—	
-	5,915	-	-	-	5,915	—	—	
-	1,200	-	-	-	1,200	—	—	
4	645,513	1,000 4,400 126,500 22,400 27,915	5 4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4	182,215	827,728	10,000	5,000	(a) "Received in anticipation of calls on the ordinary shares." This line is leased to the London and North Western, and the Great Western Com- panies jointly.
-	484,650	182,000	5	182,000	666,650	—	—	
-	240,714	21,500	5	21,500	262,214	—	—	
-	1,660	-	-	-	1,660	—	—	
-	89,020	-	-	-	89,020	—	—	
-	125,000	35,000	5	35,000	160,000	—	—	
—	—	—	—	—	—	—	—	
-	512,047	328,490 10,510	5 4 $\frac{1}{2}$	339,000	851,047	12,000	12,000	
—	—	—	—	—	—	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other					
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.	
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.		£.		£.	
South Devon - - - -	2,385,420	788,966	3,174,386	1,498,300	2 l. 13 s. 9 d.	115,325 403,795	3½ 4½	80,875 49,960	
Leased to, and worked by, the South Devon.	Dartmouth and Torbay	175,000	58,300	233,300	71,019	- Nil -	85,000	- Nil -	- -
	Launceston and South Devon.	180,000	60,000	240,000	148,187	- Nil -	- -	- -	- -
South Eastern - - - -	12,134,533	6,363,442	18,497,975	8,008,335	3½	2,415,398 2,387,647	4½ 5	67,980	
(Reading, Guildford, and Reigate)	800,000	- -	800,000	800,000	5½	- -	- -	- -	
London and Greenwich - -	760,000	233,300	993,300	550,000	2¼	210,000	5	- -	
South Essex - - - -	250,000	83,300	333,300	-	-	-	-	-	
South Leicestershire - - -	Worked by the London and North Western.			-	-	-	-	-	
South Northumberland - - -	No Return to the Order of the House.			-	-	-	-	-	
South Staffordshire - - -	Leased to the London and North Western.			-	-	-	-	-	
South Wales and Great Western Direct.	1,800,000	600,000	2,400,000	-	-	-	-	-	
South Wales Mineral - - -	145,000	48,000	193,000	55,520	5½	47,998	- Nil -	- -	
South Yorkshire and River Dun -	Leased to the Manchester, Sheffield, and Lincolnshire.			-	-	-	-	-	
Spalding and Bourne - - -	98,000	32,500	130,500	98,000	-	-	-	-	
Spilsby and Firsby - - -	25,000	8,333	33,333	-	-	-	-	-	
Stafford and Uttoxeter - - -	180,000	59,900	239,900	76,395	-	-	-	-	
Staines, Wokingham, and Woking -	Leased to the London and South Western.			-	-	-	-	-	
Stamford and Essendine - - -	70,000	21,000	91,000	46,500	- Nil -	18,500	- Nil -	- -	
Stockport and Woodley Junction -	See Cheshire Lines Committee.			-	-	-	-	-	
Stockport, Disley, and Whaley Bridge.	Worked by the London and North Western.			-	-	-	-	-	
Stockport, Timperley, and Altrin- cham Junction.	See Cheshire Lines Committee.			-	-	-	-	-	
Stoke's Bay Railway and Pier -	Worked by the London and South Western.			-	-	-	-	-	
Stonehouse and Nailsworth - -	101,000	33,600	134,600	48,880	-	-	-	-	
Stourbridge - - - -	Worked by the Great Western.			-	-	-	-	-	
Stratford-upon-Avon - - -	Worked by the Great Western.			-	-	-	-	-	
Sunningdale and Cambridge Town -	90,000	29,600	119,600	49,428	- Nil -	-	-	-	
Surrey and Sussex Junction - -	705,000	235,000	940,000	70,500	-	-	-	-	
Swansea and Aberystwith Junc- tion.	384,000	128,000	512,000	30,700	- Nil -	-	-	-	
Swansea Vale - - - -	249,000	83,000	332,000	129,920	1	65,800 17,500 5,740	6 4 5	- -	
Swansea Vale and Neath and Brecon Junction.	135,000	45,000	180,000	8,000	-	-	-	-	

Including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
£.	£.	£.		£.	£.	£.	£.	
4	2,148,255	39,300	4	522,750	2,671,005	67,500	67,500	
4½		77,000	4½					
		406,450	4½					
-	156,019	15,950	4½	58,300	214,319	-	-	
		42,350	5					
-	148,187	59,700	5	59,700	207,887	-	-	
4	12,879,360	653,747	4	3,955,525	16,834,885	-	-	Return for year ending 31st
		649,909	4½					January 1866.
		1,814,844	4½					
		277,200	4½					
		559,825	5					
-	800,000	-	-	-	800,000	-	-	
-	760,000	233,300	4	233,300	993,300	-	-	
-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	
-	103,518	48,000	5	48,000	151,518	-	-	
-	98,000	28,750	5	28,750	126,750	-	-	
-	-	-	-	-	-	-	-	
-	76,395	43,300	5	43,300	119,695	-	-	
-	65,000	17,980	5	20,980	85,980	-	-	
		3,000	4½					
-	48,880	21,000	5	21,000	69,880	-	-	
-	49,428	-	-	-	49,428	-	-	
-	70,500	-	-	-	70,500	-	-	
-	30,700	-	-	-	30,700	-	-	
-	218,960	1,500	4½	69,660	288,620	-	-	
		68,160	5					
-	8,000	-	-	-	8,000	-	-	

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.
ENGLAND AND WALES—cont ^d .								
Taff Vale - - - - -	£. 1,460,000	£. 437,000	£. 1,897,000	£. 947,110	9½	£. 165,000 23,082	9½ 4½	£. 38,817
Leased and worked by the Taff Vale.								
Aberdare - - - - -	50,000	16,600	66,600	50,000	10	- -	- -	- -
Llantrissant and Taff Vale Junction.	40,000	13,000	53,000	40,000	5	- -	- -	- -
Penarth Harbour, Dock and Railway.	622,000	207,000	829,000	280,170	1¾	208,030	5	-
Tallylyn - - - - -	15,000	5,000	20,000	15,000	- -	- -	- -	-
Tamar, Kit Hill, and Callington -	70,000	23,300	93,300	56,392	- Nil -	- -	- -	- -
Tees Valley - - - - -	50,000	16,600	66,600	3,485	- -	- -	- -	- -
Teign Valley - - - - -	75,000	25,000	100,000	11,037	- Nil -	- -	- -	- -
Tenbury - - - - -	30,000	10,000	40,000	24,410	- Nil -	- -	- -	- -
Tenbury and Bewdley - - -	Worked by the Great Western.							
Tendring Hundred - - -	Worked by the Great Eastern.							
Tevesbury and Malvern - - -	Worked by the Midland.							
Tiverton and North Devon - -	90,000	30,000	120,000	3,170	- Nil -	- -	- -	- -
Torbay and Brixham - - -	18,000	6,000	24,000	9,000	- Nil -	- -	- -	- -
Tottenham and Hampstead Junction	310,000	103,200	413,200	202,274	- -	- -	- -	- -
Trent, Ancholme, and Grimsby -	180,000	60,000	240,000	180,000	- Nil -	- -	- -	- -
Uxbridge and Rickmansworth -	70,000	23,300	93,300	6,570	- Nil -	- -	- -	- -
Vale of Clwyd - - - - -	120,000	23,300	143,300	60,000	5	40,000	5	- -
Vale of Crickhowell - - -	48,000	16,000	64,000	15,000	- -	- -	- -	- -
Vale of Llangollen - - -	Worked by the Great Western.							
Vale of Neath - - - - -	Worked by the Great Western.							
Vale of Toroy - - - - -	Leased to the Llanelly.							
Victoria Station and Pimlico - -	412,500	137,500	550,000	225,000	6½	130,000	4½	25,683
Wallingford and Watlington - -	80,000	26,600	106,600	11,285	- Nil -	- -	- -	- -
Ware, Hadham, and Buntingford -	Worked by the Great Eastern.							
Warrington and Stockport - - -	See London and North Western.							
Waterloo and Whitehall - - -	135,000	33,000	168,000	35,815	- -	- -	- -	- -
Watford and Edgeware - - -	150,000	49,000	199,000	360	- -	- -	- -	- -
Watford and Rickmansworth - -	Worked by the London and North Western.							
Weald of Kent - - - - -	200,000	66,000	266,000	-	-	-	-	-

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
4	1,174,009	210,516 104,340 42,050	4 4 1/4 4 1/2	356,906	1,530,915	65,000	18,000	
-	50,000	16,600	4	16,600	66,600	—	—	
-	40,000	6,150 6,850	4 4 1/4	13,000	53,000	—	—	
-	488,200	2,000 16,000 30,000 159,000	4 4 1/2 4 3/4 5	207,000	695,200	—	—	
-	15,000	-	-	-	15,000	—	—	
-	56,392	1,000	5	1,000	57,392	—	—	
-	3,485	-	-	-	3,485	—	—	
-	11,037	-	-	-	11,037	—	—	
-	24,410	4,200 10,000	5 4 1/2	14,200	38,610	-	-	Vested jointly in the Great Western, and London and North Western.
-	3,170	-	-	-	3,170	—	—	
-	9,000	-	-	-	9,000	—	—	
-	202,274	53,300	5	53,300	255,574	—	—	
-	180,000	39,940 19,720 100	4 1/2 4 3/4 5	59,760	239,760	—	—	
-	6,570	-	-	-	6,570	—	—	
-	100,000	22,100	4 1/2	22,100	122,100	—	—	
-	15,000	-	-	-	15,000	—	—	
4 1/2	380,683	4,400 35,450 74,850	4 4 1/4 4 1/2	114,700	495,383	—	—	
-	11,285	-	-	-	11,285	—	—	
-	35,815	-	-	-	35,815	—	—	
-	360	-	-	-	360	—	—	
-	-	-	-	-	-	-	-	

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.
ENGLAND AND WALES— <i>contd.</i>	£.	£.	£.	£.		£.		£.
Wellington and Drayton - -	200,000	66,600	266,600	186,080	- Nil -	- -	- -	- -
Wellington and Severn Junction -	Leased to the Great Western.							
Wenlock - - - -	No Return to the Order of the House.							
Wensum Valley - - - -	220,000	73,000	293,000	2,572	- Nil -	- -	- -	- -
West Cheshire - - - -	See Cheshire Lines Committee.							
West Cornwall - - - -	492,900	165,000	657,900	353,825	- Nil -	42,800	5	- -
West Grinstead, Cuckfield, and Hayward's Heath Junction.	110,000	36,000	146,000	—	—	—	—	—
West London - - - -	210,000	65,000	275,000	116,000	- -	47,200	-	- -
West London Extension - -	555,000	185,000	740,000	502,500	- -	- -	- -	- -
West Norfolk Junction - -	75,000	25,000	100,000	62,274	- -	- -	- -	- -
West Riding and Grimsby - -	900,000	299,600	1,199,600	317,359	- -	- -	- -	- -
West Somerset - - - -	Leased to the Bristol and Exeter.							
West Somerset Mineral - -	75,000	21,500	96,500	32,500	5	32,500	6	- -
West Sussex Junction - -	125,000	41,600	166,600	—	—	—	—	- -
Weymouth and Portland - -	Worked by the London and South Western.							
Whitehaven and Furness Junction -	464,500	154,833	619,333	227,500	7½	5,000 52,000 50,000	4½ 5 5½	- -
Whitehaven, Cleator, and Egremont	210,000	69,600	279,600	194,435	10	- -	- -	- -
Whitehaven Junction - - -	260,000	85,600	345,600	115,910	10	7,000 77,160 25,000	4½ 5 6	- -
Wilts and Gloucestershire - -	243,000	81,000	324,000	11,484	- -	- -	- -	- -
Wiltshire - - - -	240,000	80,000	320,000	—	—	—	—	—
Wimbledon and Croydon - -	Leased to the London, Brighton and South Coast.							
Witney - - - -	Worked by the Great Western.							
Wivenhoe and Brightlingsea - -	25,000	8,000	33,000	24,572	- -	- -	- -	- -
Wolverhampton and Walsall - -	120,000	40,000	160,000	—	—	—	—	—
Worcester, Bromyard, and Leominster.	200,000	66,500	266,500	50,395	- -	- -	- -	- -
Worcester, Dean Forest, and Monmouth.	720,000	240,000	960,000	—	—	—	—	—
Wrexham and Minera - - -	96,000	32,000	128,000	36,000	- -	- -	- -	- -
Wrexham, Mold, and Connah's Quay	540,000	179,900	719,900	218,329	- Nil -	- -	- -	- -
Wycombe - - - -	Leased to the Great Western.							
TOTAL - - - £.	357,496,302	119,714,054	477,210,356	186,939,352	- -	99,930,392	- -	12,315,007

For those Companies who have made no Returns, see page 112.

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
-	£. 186,030	£. -	-	£. -	£. 186,030	£. -	£. -	
-	2,572	-	-	-	2,572	-	-	
-	396,625	31,200 133,200 600	5 4½ 4	165,000	561,625	-	-	Leased to the Great Western, Bristol and Exeter, and South Devon Companies.
-	163,200	-	-	-	163,200	-	-	Railway on lease to London and North Western, and Great Western.
-	502,500	91,500	4½	91,500	594,000	-	-	This line is used by the Great Western, London and North Western, and London, Brighton and South Coast.
-	62,274	18,156	5	18,156	80,490	-	-	
-	317,359	110,174 9,826	5 4½	120,000	437,359	-	-	
-	65,000	21,500	5	21,500	86,500	10,000	10,000	
-	334,500	23,062 70,646 28,897 600 1,500	4 4¼ 4½ 4¾ 5	124,705	459,205	-	-	
-	194,435	33,530 3,060 28,280	4 4¼ 4½	64,870	259,305	-	-	
-	225,070	18,850 48,150 1,900	4 4¼ 4½	68,900	293,970	-	-	
-	11,484	-	-	-	11,484	-	-	
-	24,572	8,000	5	8,000	32,572	-	-	
-	50,395	-	-	-	50,395	-	-	
-	36,000	-	-	-	36,000	-	-	
-	218,329	69,950	5	69,950	288,279	-	-	
-	299,184,751	80,420,076	-	80,420,076	379,604,827	8,591,168	9,617,667	

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.
SCOTLAND:								
<i>Aberdeen and Turriff</i> - - -	<i>Worked by the Great North of Scotland.</i>							
<i>Aboyne and Braemar</i> - - -	66,000	22,000	88,000	4,800	- Nil -	- - -	- - -	- - -
<i>Alford Valley</i> - - -	<i>Worked by the Great North of Scotland.</i>							
<i>Alyth</i> - - - - -	<i>Leased to the Scottish North Eastern.</i>							
<i>Arbroath and Forfar</i> - - -	<i>Leased to the Scottish North Eastern.</i>							
<i>Ayr and Maybole</i> - - -	<i>Worked, &c., by the Glasgow and South Western.</i>							
<i>Banff, Macduff, and Turriff Extension.</i>	<i>Worked by the Great North of Scotland.</i>							
<i>Banffshire</i> - - - - -	<i>Worked by the Great North of Scotland.</i>							
<i>Berwickshire</i> - - - - -	<i>Worked by the North British.</i>							
<i>Blane Valley</i> - - - - -	75,000	25,000	100,000	31,093	- - -	5,000	- Nil -	- - -
<i>Busby</i> - - - - -	<i>Worked by the Caledonian.</i>							
<i>Caledonian</i> - - - - -	12,429,989	4,229,841	16,659,830	4,141,254 1,112,122	7 $\frac{1}{8}$ 5 $\frac{1}{4}$	555,000 2,236,745 199,369 89,034 52,838	5 4 $\frac{1}{2}$ 4 3 $\frac{1}{2}$ (a) 2 $\frac{1}{2}$	464,081
Worked by the Caledonian.	Busby - - - - -	105,000	35,000	140,000	36,005	- - -	- - -	- - -
	Greenock and Wemyss Bay -	150,000	50,000	200,000	85,611	- Nil -	29,744	5 - -
	Portpatrick - - - -	552,000	184,000	736,000	496,012	1 $\frac{1}{4}$	- - -	- - -
	Callander and Oban - - -	600,000	200,000	800,000	65,142	- Nil -	- - -	- - -
<i>Carlisle and Silloth Bay</i> - -	<i>Leased to the North British.</i>							
<i>City of Glasgow Union</i> - - -	1,050,000	350,000	1,400,000	175,240	- - -	- - -	- - -	- - -
<i>Crieff and Comrie</i> - - - -	40,000	13,300	53,300	400	- - -	- - -	- - -	- - -
<i>Crieff and Methven Junction</i> -	50,000	16,600	66,600	35,238	- - -	- - -	- - -	- - -
<i>Crofthead and Kilmarnock Extension.</i>	240,000	80,000	320,000	9,753	- - -	- - -	- - -	- - -
<i>Deeside</i> - - - - -	220,250	70,000	290,250	106,227 79,644	7 2	10,388	4 $\frac{1}{2}$	- - -
<i>Devon Valley</i> - - - - -	<i>Worked by the North British.</i>							
<i>Dingwall and Skye</i> - - - -	450,000	150,000	600,000	10,242	- - -	- - -	- - -	- - -
<i>Edinburgh and Bathgate</i> -	<i>Leased to the North British.</i>							

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	4,800	- -	- -	- -	4,800	-	-	
- -	36,093	- -	- -	- -	36,093	-	-	
4	11,426,757	109,900 490,390 2,511,452 12,702 32,767 3,600	4 ½ 4 ¼ 4 3 ¾ 3 ½ 3 ¼	3,160,811	14,587,568 (b)	545,000	132,775	Return for year ending 31st January 1866. (a) For half year to 31st Jan- uary 1866. (b) Exclusive of 30,997l. 10s. received on cancelled shares, and not appropriated.
- -	36,005	16,875 2,000	5 4 ½	18,875	54,880	-	-	
- -	115,355	500 23,051 11,846 (c) 14,603	4 ¼ 4 ½ 5 4 ½	50,000	165,355	- -	- -	(c) Fen duties, valued at 20 years' purchase.
- -	436,012	119,581	4 ½	119,581	555,593	-	-	
- -	65,142	- -	- -	- -	65,142	-	-	
- -	175,240	- -	- -	- -	175,240	- -	- -	Return for year ending 31st January 1866.
- -	400	- -	- -	- -	400	-	-	
- -	35,238	- -	- -	- -	35,238	-	-	
- -	9,753	- -	- -	- -	9,753	-	-	
- -	196,259	53,412 6,088	4 4 ½	59,500	255,759	15,000	10,000	
- -	10,242	- -	- -	- -	10,242	-	-	

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debiture Stock or Funded Debt.
SCOTLAND—continued.	£.	£.	£.	£.		£.		£.
Esk Valley - - - - -	27,000	9,000	36,000	13,056	- Nil -	- - -	- - -	- - -
Findhorn - - - - -	Worked by the Highland.							
Fochabers and Garmouth - -	30,000	10,000	40,000	—	—	—	—	—
Formartine and Buchan - -	Worked by the Great North of Scotland.							
Forth and Clyde Junction - -	192,000	64,000	256,000	106,373	- Nil -	63,118 16,480	5 6	- - -
Girvan and Portpatrick Junction -	250,000	83,300	333,300	—	—	—	—	—
Glasgow and Milngavie Junction -	Worked by North British.							
Glasgow and South Western - -	5,832,100	1,728,100	7,560,200	3,131,740	6½	442,250 663,110 25,000	6½ 5 4	51,893
Leased to, and Worked by, the Glasgow and South Western.	Ayr and Maybole -			33,000	4½	- - -	- - -	- - -
	Kilmarnock and Troon			95,000	9½	- - -	- - -	- - -
Great North of Scotland - -	1,865,000	462,266	2,327,266	276,860	- Nil -	291,090 482,050 358,305	5 4½ 1	11,915
Lines leased to, or worked by, the Great North of Scotland.	Aberdeen and Turriff - -	120,000	40,000	160,000	85,290	- - -	32,960	- - -
	Alford Valley - - - - -	85,000	28,000	113,000	38,940	- - -	45,020	- - -
	Banff, Macduff, and Turriff Extension.	81,000	27,000	108,000	49,875	- - -	- - -	- - -
	Banffshire - - - - -	190,000	63,000	253,000	49,076	- - -	- - -	- - -
	Formartine and Buchan - -	400,000	133,000	533,000	191,172	1½	200,870	5
	Inverury and Old Meldrum Junction.	25,300	- - -	25,300	14,755	1½	10,000	4½
	Keith and Dufftown - -	75,000	16,600	91,600	49,803	- - -	15,850	- - -
	Morayshire - - - - -	139,700	46,433	186,133	57,874	- Nil -	55,340	- Nil -
Strathspey - - - - -	295,000	98,000	393,000	140,203	- - -	25,000	- - -	- - -

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
-	£. 13,056	£. -	-	£. -	£. 13,056	£. -	£. -	
-	-	-	-	-	-	-	-	
-	185,971	38,200 10,524 15,276	5 4 $\frac{3}{4}$ 4 $\frac{1}{2}$	64,000	249,971	-	-	Return for year ending 31st January 1866.
-	-	-	-	-	-	-	-	
4	4,313,993	15,500 82,850 80,850 1,028,785 59,330 44,500 3,500	5 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4 3 $\frac{3}{4}$ 3 $\frac{1}{2}$ 3 $\frac{1}{4}$	1,315,315	5,629,308	710,000	243,500	Return for year ending 31st January 1866.
-	33,000	3,300 2,000 500 4,200	4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4 $\frac{1}{8}$ 4	10,000	43,000	-	-	
-	40,000	-	-	-	40,000	-	-	
4	1,420,220	17,400 93,850 3,515 275,126 4,015 2,000	4 $\frac{3}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4 3 $\frac{3}{4}$ 3 $\frac{1}{2}$	395,906	1,816,126	704,980	566,572	Return for year ending 31st January 1866.
-	118,190	14,750 18,386 6,335 350	4 4 $\frac{1}{2}$ 4 $\frac{3}{4}$ 5	39,821	158,011	-	-	
-	83,960	15,287 6,800 1,795 1,000	4 4 $\frac{1}{2}$ 4 $\frac{3}{4}$ 5	24,882	108,842	-	-	
-	49,875	1,100 627 25,273	4 4 $\frac{1}{2}$ 5	27,000	76,875	-	-	
-	49,076	28,400	4 $\frac{1}{2}$	23,400	77,476	-	-	
-	392,042	24,191 53,864 19,970 950	4 4 $\frac{1}{2}$ 4 $\frac{3}{4}$ 5	98,975	491,017	-	-	Return for year ending 31st August 1865, to which date the Company's accounts are made up.
-	24,755	-	-	-	24,755	-	-	
-	65,653	9,026 170 4,120	4 4 $\frac{1}{2}$ 5	13,316	78,969	25,000	25,000	
-	113,214	6,333 13,530 3,400 10,637 4,050	5 4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4 (a)	37,950	151,164	-	-	(a) At bank cash account rates.
-	165,203	89,592	4	89,592	254,795	-	-	

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.
SCOTLAND—continued.	£.	£.	£.	£.	£.	£.		£.
Greenock and Ayrshire - - -	350,000	116,600	466,600	69,539	- -	- -	- -	- -
Greenock and Wemyss Bay - -	Worked by the Caledonian.							
Highland - - - - -	2,329,000	700,880	3,029,880	714,149	3	76,000 44,960 59,080 365,245 278,075	6 5 6 4 ½ 5	150
Findhorn - - - - -	9,000	3,000	12,000	8,962	- -	- -	- -	- -
Inverury and Old Meldrum Junction.	Leased to the Great North of Scotland.							
Keith and Dufftown - - -	Worked by the Great North of Scotland.							
Kilmarnock and Troon - - -	Leased to the Glasgow and South Western.							
Leadburn, Linton, and Dolphinton	Worked by the North British.							
Leslie - - - - -	Worked by the North British.							
Leven and East of Fife - - -	112,000	28,800	140,800	(a) 34,480 (b) 32,930	8 ½ 3 ½	39,960	4 ½	- -
Montrose and Bervie - - -	Worked by the Scottish North Eastern.							
Morayshire - - - - -	Worked by the Great North of Scotland.							
North British - - - - -	15,452,625	5,810,787	21,263,412	2,758,932 98,150 1,280,010 47,233	3 4 ½ 1 Nil.	44,260 1,140,335 2,422,522 3,759,883 541,195 618,379 46,660	3 ½ 4 4 ½ 5 5 ½ 6 2 ½	45,000 122,147 361,157
Berwickshire - - - - -	100,000	33,300	133,300	100,000	1	- -	- -	- -
Carlisle and Silloth Bay - -	240,000	25,000	265,000	163,139	1	75,000	5	- -
Devon Valley - - - - -	80,000	26,600	106,600	20,018	- -	- -	- -	- -
Edinburgh and Bathgate - -	250,000	83,000	333,000	188,956	3 ½	- -	- -	- -
Glasgow and Milngavie Junction	30,000	10,000	40,000	18,720	Nil	- -	- -	- -
Leadburn, Linton, and Dolphinton.	40,000	13,300	53,300	18,531	- -	- -	- -	- -
Leslie - - - - -	35,000	11,500	46,500	22,219	Nil	- -	- -	- -
Peebles - - - - -	97,000	32,000	129,000	70,000	6	27,000	5	- -
Port Carlisle Dock and Railway	144,137	-	144,137	70,600	1 ½	- -	- -	73,537
St. Andrew's - - - - -	21,000	7,000	28,000	21,000	5 ½	- -	- -	- -

Lines leased to, or worked by, the North British.

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
- -	69,539	- -	- -	- -	69,539	- -	- -	Return for year ending 31st January 1866.
4	1,537,659	3,500 142,748 1,000 521,729	3 $\frac{3}{4}$ 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 4 $\frac{1}{2}$	668,977	2,206,636	100,000	—	
- -	8,962	2,027	4 $\frac{1}{2}$	2,027	10,989	—	—	
- -	107,370	9,000 2,600 17,200	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$	28,800	136,170	- -	- -	(a) Leven stock. (b) East of Fife stock. Return for year ending 31st January 1866.
3 $\frac{1}{2}$ 4 5	13,285,863	300 15,930 2,594,974 322,853 1,156,475 3,000 81,200 229,605	3 $\frac{1}{2}$ 3 $\frac{3}{4}$ 4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 4 $\frac{3}{4}$ 4 $\frac{3}{4}$ 5	4,404,937	17,690,200	- -	- -	Return for year ending 31st January 1866.
- -	100,000	20,600 7,050 5,650	4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 5	33,300	133,300	—	—	
- -	238,139	4,800 1,700 3,500 14,871	4 4 $\frac{1}{4}$ 4 $\frac{1}{2}$ 5	24,871	263,010	—	—	
- -	20,018	- -	- -	- -	20,018	—	—	
- -	188,956	62,700	4 $\frac{1}{2}$	62,700	251,656	—	—	
- -	18,720	9,830	5	9,830	28,550	—	—	
- -	18,531	- -	- -	- -	18,531	—	—	
- -	22,219	6,400 1,200 3,900	4 $\frac{1}{2}$ 4 $\frac{1}{4}$ 4	11,500	33,719	—	—	
- -	97,000	4,900 27,090	4 $\frac{1}{2}$ 4	31,990	128,990	—	—	
3	144,137	- -	- -	- -	144,137	—	—	
- -	21,000	5,300	4	5,300	26,300	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.
SCOTLAND—continued.	£.	£.	£.	£.	£.	£.		£.
Peebles - - - - -	Leased to the North British.							
Port Carlisle Dock and Railway -	Leased to the North British.							
Port Patrick - - - - -	Worked by the Caledonian.							
St. Andrew's - - - - -	Worked by the North British.							
Scottish North Eastern - - -	2,833,192	940,050	3,773,242	830,000 600,000 200,000	2 l. 3 s. 9 d. 5 l. 10 s. 8 l. 6 s. 3 d.	150,000 276,343 239,146 192,079 136,825	7 6 5 4 ½ 3 ½	76,888
Leased to the Scot- tish North Eastern.	Alyth - - - - -	38,000	11,000	47,000	33,000	- - -	1,390	- - -
	Arbroath and Forfar -	250,000	16,666	266,666	184,750	6	40,000	6
	Montrose and Bervie -	70,000	23,000	93,000	54,144	- nil -	- - -	- - -
Solway Junction - - - - -	320,000	106,600	426,600	37,339	- - -	- - -	- - -	- - -
Strathspey - - - - -	Worked by the Great North of Scotland.							
Sutherland - - - - -	180,000	60,000	240,000	24,246	- - -	- - -	- - -	- - -
TOTAL - - - - - £.	48,742,293	16,303,523	65,045,816	18,307,847	- - -	19,055,152	- - -	1,206,768
IRELAND :								
Athenry and Ennis Junction - -	230,000	76,600	306,600	92,170	- nil -	65,790	- nil -	- - -
Athenry and Tuam - - - - -	Leased to the Midland Great Western of Ireland.							
Bagenalstown and Wexford - -	No Return	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Banbridge Extension - - - - -	No Return	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Banbridge Junction - - - - -	Leased to the Dublin and Belfast Junction.							
Banbridge, Lisburn, and Belfast -	Leased to the Ulster.							
Belfast and County Down - -	515,000	166,666	681,666	237,811 20,401	- nil - (a)	168,000 11,050	5 nil	- - -
Belfast, Holywood, and Bangor	300,000	99,000	399,000	130,776	- nil -	50,000	- nil -	- - -
Belfast and Northern Counties -	910,000	323,833	1,233,833	556,703	4 ½	160,000 59,600	4 4 ½	110
Leased to, and worked by, the Belfast and Northern Counties.	Carrickfergus and Larne.	125,000	41,500	166,500	80,754	- nil -	- - -	- - -
	Londonderry and Coleraine.	325,775	262,763	588,538	176,050	- nil -	146,522	- nil -
Belfast Central - - - - -	300,000	100,000	400,000	5,840	- nil -	- - -	- - -	- - -
Belfast, Holywood, and Bangor -	Worked by the Belfast and County Down.							
Carrickfergus and Larne - - -	Worked by the Belfast and Northern Counties.							

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares, on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount Authorised to be Subscribed.	Amount actually Subscribed.	
	£.	£.		£.	£.	£.	£.	
4	2,701,281	173,909 81,583 512,117 14,500	4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 4 3 $\frac{1}{2}$	782,109	3,483,390	57,000	35,750	Return for year ending 31st January 1866.
-	34,390	1,150 1,000 8,850	3 $\frac{1}{2}$ 4 $\frac{1}{2}$ 5	11,000	45,390	—	—	
-	224,750	5,600	4	5,600	230,350	—	—	
-	54,144	-	-	-	54,144	—	—	
-	37,339	-	-	-	37,339	—	—	
-	24,246	-	-	-	24,246	—	—	
-	38,569,767	11,636,265	-	11,636,265	50,206,032	2,156,980	1,013,597	
-	157,960	16,604	5	16,604	174,564	—	—	
-	-	-	-	-	-	-	-	Line closed during 1865, the Company having been adjudged bankrupt.
-	-	-	-	-	-	-	-	The Secretary states that as this Company is in bankruptcy he cannot fill up the Return,
-	437,262	73,199 7,400 81,063	5 4 $\frac{3}{4}$ 4 $\frac{1}{2}$	161,662	598,924	15,000	15,000	Return to 31st January 1866. (a) Forfeited shares.
-	180,776	38,000	5	38,000	218,776	30,000	24,650	
4	776,413	142,850 140,891 5,935	4 $\frac{1}{2}$ 4 $\frac{1}{2}$ 4	289,676	1,066,089	12,500	12,500	In the Return for 1864, 20,000 l. was inserted in Cols. 1, 3, and 14, subscription to the Carrickfer- gus and Larne; 7,500 l. of this has been abandoned, the amount of subscription having been fixed by the shareholders at 12,500 l.
-	80,754	36,680 1,600	5 4 $\frac{3}{4}$	38,280	119,034	—	—	
-	322,572	60,000 95,763 67,987 33,175	5 4 3 2 $\frac{1}{2}$	256,925	579,497	—	—	
-	5,840	-	-	-	5,840	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.
IRELAND—continued.	£.	£.	£.	£.		£.		£.
Clonmel, Lismore, and Dungarvan	300,000	100,000	400,000	5,071	- -	- -	- -	- -
Cork and Bandon - - - -	318,000	80,000	398,000	175,241	- nil -	48,000 29,592	5 ½ 4	8,310
Cork and Kinsale Junction -	65,000	21,600	86,600	20,800	- nil -	44,200	- nil -	- -
Cork and Kinsale Junction - -	Worked by the Cork and Bandon.							
Cork and Limerick Direct - -	Worked by the Great Southern and Western of Ireland.							
Cork and Macroom Direct - -	120,000	40,000	160,000	47,261	- nil -	- -	- -	- -
Cork and Youghal - - - -	Worked by the Great Southern and Western of Ireland.							
Cork, Blackrock, and Passage -	130,000	43,330	173,330	118,700	2	- -	- -	- -
Downpatrick and Newry - -	265,000	88,300	353,300	10,098	- -	- -	- -	- -
Dublin and Antrim Junction - -	120,000	40,000	160,000	42,140	- -	- -	- -	- -
Dublin and Baltinglass Junction -	180,000	60,000	240,000	2,547	- -	- -	- -	- -
Dublin and Belfast Junction - -	873,500	291,150	1,164,650	873,500	4	- -	- -	1,100 3,545
Banbridge Junction - - - -	60,000	20,000	80,000	21,981	- nil -	17,800	5	- -
Dublin and Drogheda - - - -	953,000	317,333	1,270,333	625,923	4 ½	94,225 155,775	4 5	43,722
Dublin and Kingstown - - - -	Leased to the Dublin, Wicklow, and Wexford.							
Dublin and Meath - - - -	390,000	115,000	505,000	133,155	- nil	183,460	- nil -	- -
Dublin Metropolitan Junction Railways.	160,000	53,000	213,000	-	-	-	-	-
Dublin, Rathmines, Rathgar, Roundtown, Rathfarnham, and Rathcoole.	450,000	149,000	599,000	2,770	- nil	- -	- -	- -
Dublin Trunk Connecting - -	279,000	98,000	372,000	40,723	- -	- -	- -	- -
Dublin, Wicklow, and Wexford -	1,445,000	480,933	1,925,933	645,000	4	200,000 363,675	6 5	- -
Dublin and Kingstown - - - -	350,000	(b) 110,000	460,000	350,000	9	- -	- -	- -
Dundalk and Greenore - - - -	110,000	36,600	146,600	3,065	- nil -	- -	- -	- -
Enniskillen, Bundoran, and Sligo -	450,000	149,900	599,900	55,384	- nil -	- -	- -	- -
Finn Valley - - - - -	Worked by the Irish North Western.							
Great Northern and Western of Ireland.	Worked by the Midland Great Western of Ireland.							

Including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
-	£. 5,071	£.	-	£.	£. 5,071	£.	£.	
4	261,143	15,446 45,150 300 10,794	6 5 4 ½ 4	71,690	332,833	20,000	—	
-	65,000	16,950 4,650	6 5	21,600	86,600	—	—	
-	47,261	39,038	5	39,038	86,299	—	—	
-	118,700	4,432 25,350 9,500	4 5 6	39,282	157,982	—	—	
-	10,098	-	-	-	10,098	—	—	
-	42,140	-	-	-	42,140	—	—	
-	2,547	-	-	-	2,547	—	—	
4 4 ½	878,145	10,600 1,000 102,400 100,470	4 4 ½ 4 ½ 5	214,470	1,092,615	73,000	41,347	
-	39,781	16,750 500	4 ½ 5	17,250	57,031	—	—	
4	919,645	25,000 9,887 70,850 103,114 16,800 30,000	3 4 4 ½ 4 ½ 4 ½ 5	255,651	1,175,296	20,000	18,496	
-	316,615	93,638	5	93,638	410,253	40,000	—	
-	—	—	—	—	—	—	—	
-	2,770	-	-	-	2,770	—	—	
-	40,723	-	-	-	40,723	—	—	
-	1,208,675	5,900 114,416 1,500 112,079 { 49,960 97,078	4 ½ 4 ½ 4 ½ 5 4 } (a) 5	380,933	1,589,608	-	-	(a) To Public Works Loan Commissioners.
-	350,000	70,000	4	70,000	420,000	-	-	(b) Including 40,000 L. "con- tingent on possible events."
-	3,065	-	-	-	3,065	—	—	
-	55,384	66,000	5	66,000	121,384	—	—	

NAME OF COMPANY.	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debenture Stock or Funded Debt.
IRELAND—continued.								
Great Southern and Western of Ireland.	£. 5,386,940	£. 540,965	£. 5,927,905	£. 3,791,980	4 $\frac{3}{4}$	£. 1,329,100	4	£. 500
Worked by the Great Southern and Western of Ireland.	Cork and Limerick Direct	105,000	33,000	138,000	71,375	2 $\frac{1}{4}$	6,704	- nil - - -
	Cork and Youghal -	No Return.	—	—	—	—	—	—
Irish North Western - - -	900,000	300,000	1,200,000	171,420	- nil -	469,074	- nil -	55,318
Leased to, and worked by, the Irish North Western.	Clones and Cavan Extension	70,000	- - -	70,000	27,758	- nil -	37,007	- nil - - -
	Finn Valley - - -	80,000	20,000	100,000	43,623	(d)	- - -	- - -
	Londonderry and Ennis- killen.	455,000	150,000	605,000	129,200	- nil -	31,850 3,062 247,738 43,150	6 5 6 $\frac{1}{2}$ (e) - nil.
Kilkenny Junction - - -	Worked by the Waterford and Limerick.							
Kilrush and Kilkee, and Poulasherry Reclamation.	60,000	20,000	80,000	60,000	- - -	- - -	- - -	- - -
Letterkenny - - - - -	100,000	33,300	133,300	54,007	- - -	- - -	- - -	- - -
Limerick and Castleconnell -	Worked by the Waterford and Limerick.							
Limerick and Ennis - - -	Worked by the Waterford and Limerick.							
Limerick and Foynes - - -	Worked by the Waterford and Limerick.							
Limerick and North Kerry Junction	130,000	43,300	173,300	—	—	—	—	—
Londonderry and Coleraine -	Worked by the Belfast and Northern Counties.							
Londonderry and Enniskillen -	Leased to the Irish North Western.							
Londonderry and Lough Swilly -	105,000	26,200	131,200	34,484	- - -	- - -	- - -	- - -
Midland Counties and Shannon Junc- tion.	115,000	38,300	153,300	61,410	- nil -	- - -	- - -	- - -
Midland Great Western of Ireland -	2,750,000	(f) 702,200	3,452,200	2,156,931	2 $\frac{3}{8}$	128,886	5	- - -
Leased to, and worked by, the Mid- land Great Western of Ireland.	Athenry and Tuam -	90,000	30,000	120,000	61,673	3	- - -	- - -
	Great Northern and Western of Ireland.	524,000	174,000	698,000	352,797	2 $\frac{3}{8}$	83,670	5
Navan and Kingscourt - - -	120,000	40,000	160,000	—	—	—	—	—
Newcastle (County Down) - -	20,000	6,600	26,600	—	—	—	—	—
Newry and Armagh - - -	247,660	78,000	325,660	50,050	- nil -	103,357	- nil -	- - -

SUMS RECEIVED IN RESPECT OF ORDINARY AND PREFERENTIAL CAPITAL, &c., 1865. 105

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865. Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
4	£. 5,121,580	£. 171,228 156,350 10,000 178,269 3,300 7,300	4 $4\frac{1}{4}$ $4\frac{3}{8}$ $4\frac{1}{2}$ $4\frac{3}{4}$ 5	£. 526,447	£. 5,648,027	£. 75,000	£. 49,700	
-	78,079	12,500 16,300 4,200 (b) 2,329 (c) 2,658	$5\frac{1}{2}$ 5 (a) 5 $2\frac{1}{4}$	37,987	116,066	5,000	-	(a) Current bank rates. (b) Overdrawn bank account. (c) Loan from revenue ac- count.
-	-	-	-	-	-	-	-	
5	695,812	65,657 31,200 44,025 27,200 40,643 25,275	4 $4\frac{1}{2}$ 5 $5\frac{1}{2}$ 6 Fluctuating	234,000	929,812	110,000	49,360	
-	64,765	-	-	-	64,765	-	-	
-	43,623	20,000	5	20,000	63,623	-	-	(d) A dividend of about 2 per cent. was earned, but was lent from revenue to capital, to pay debts incurred in the construc- tion of the railway.
$4\frac{1}{4}$ $4\frac{1}{2}$ 5	493,650	22,353 1,600 400 81,100 1,200 1,500	4 $4\frac{1}{2}$ $4\frac{3}{4}$ 5 $5\frac{1}{2}$ $5\frac{1}{2}$	108,153	601,803	-	-	(e) Five per cent. is the cur- rent dividend for the year, and $1\frac{1}{4}$ per cent. on account of arrears of dividends.
-	60,000	-	-	-	60,000	-	-	
-	54,007	-	-	-	54,007	-	-	
-	-	-	-	-	-	-	-	
-	34,484	19,600	5	19,600	54,084	25,000	-	Return for year ending 31st January 1866.
-	61,410	100	5	100	61,510	-	-	
-	2,285,817	26,950 62,550 21,000 414,208 165,180 135,800 461,520	4 $4\frac{1}{4}$ $4\frac{3}{8}$ $4\frac{1}{2}$ 5 (g) (h)	1,287,208	3,573,025	153,333	116,267	(f) Exclusive of 500,000 <i>l.</i> which the Company are authorised to bor- row from the Public Works Loan Commissioners, and 135,800 <i>l.</i> amount of mortgage on the Royal Canal. (g) Mortgage to Royal Canal. (h) Balance due on loan from Ex- chequer Loan Commissioners.
-	61,673	30,000	5	30,000	91,673	10,000	-	
-	436,467	113,000 21,000	4 5	134,000	570,467	-	-	
-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	
-	153,407	78,000	5	78,000	231,407	-	-	

NAME OF COMPANY,	Authorised Capital on the 31st December 1865, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on the 31st December 1865, paid up to other				
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1865.	Preferential Capital.	Rate per Cent. of the Dividend for 1865.	Debt Stock or Funded Debt.
IRELAND—continued.								
Newry and Greenore - - - -	£. 202,000	£. 67,200	£. 269,200	£. 7,951	- nil -	- - -	- - -	- - -
Newry, Warrenpoint, and Rostrevor	120,000	39,900	159,900	99,910	- nil -	20,000	- nil -	- - -
Parsonstown and Portumna Bridge	65,000	21,600	86,600	32,580	- - -	- - -	- - -	- - -
Parsonstown and Portumna Bridge Extension.	24,000	8,000	32,000	—	—	—	—	—
<i>Portadown, Dungannon, and Omagh Junction.</i>	<i>Leased to the Ulster.</i>							
Rathkeale and Newcastle Junction -	50,000	16,600	66,600	16,200	- - -	12,100	- - -	- - -
Sligo and Ballagherreen Junction -	40,000	13,300	53,300	—	—	—	—	—
Southern - - - - -	171,000	57,000	228,000	13,810	- - -	- - -	- - -	- - -
Ulster - - - - -	1,230,000	310,000	1,540,000	1,000,000	4 $\frac{1}{2}$	74,900	4 $\frac{1}{2}$	47,085
Leased to the Ulster.	Banbridge, Lisburn, and Bel- fast.	150,000	49,000	199,000	86,216	- nil -	40,000	- nil -
	Portadown, Dungannon, and Omagh Junction.	470,775	156,185	626,960	250,807	- - -	66,715 48,032	6 2 $\frac{1}{2}$
<i>Waterford and Kilkenny - -</i>	<i>Leased to the Waterford and Limerick.</i>							
Waterford and Limerick - -	1,000,000	328,100	1,328,100	501,512	$\frac{2}{3}$	91,200 311,950	4 $\frac{1}{2}$ 5	500 5,000 10,000 500
Lines leased to, or worked by, the Waterford and Limerick.	Kilkenny Junction - -	200,000	66,000	266,000	60,575	- nil -	11,750	- nil -
	Limerick and Castleconnell -	62,000	20,333	82,333	53,713	- nil -	7,780	- nil -
	Limerick and Ennis - -	150,000	75,000	225,000	91,978	- nil -	12,325	- nil -
	Limerick and Foynes - -	175,000	43,300	218,300	97,173	- nil -	32,987	- nil -
	Waterford and Kilkenny -	450,000	149,000	599,000	250,000	- nil -	196,885	2 59,260
Waterford and Passage - - -	No Return to the Order of the House.							
Waterford and Tramore - - -	58,000	19,350	77,350	48,000	1	10,000	5	- - -
Waterford and Wexford - - -	330,000	110,000	440,000	—	—	—	—	—
Waterford, Lismore, and Fermoy -	400,000	133,000	533,000	—	—	—	—	—
West Cork - - - - -	320,000	106,600	426,600	200,000	- nil -	60,020	- nil -	- - -
TOTAL - - - £.	26,650,650	7,384,841	34,035,491	14,350,997	- - -	5,277,931	- - -	273,600

including Subscriptions Undertakings.		Debenture Loans Outstanding on the 31st December 1865, Classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1865, and on Debenture Loans Outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
Rate per Cent. of the Dividend for 1865.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Amount authorised to be Subscribed.	Amount actually Subscribed.	
-	£. 7,951	£.	-	£. -	£. 7,951	£. -	£. -	
-	119,910	500 32,700 2,500	4 5 10	35,700	155,610	-	-	
-	32,580	11,187	5	11,187	43,767	-	-	
-	-	-	-	-	-	-	-	
-	28,300	4,600 12,000	5 6	16,600	44,900	-	-	
-	-	-	-	-	-	-	-	
-	13,810	-	-	-	13,810	-	-	
4	1,121,985	74,150 111,900 3,650 58,580	4 4 1/2 4 1/2 4 1/2	248,280	1,370,265	125,000	94,000	
-	126,216	9,000 38,700 1,300	4 1/2 5 5 1/4	49,000	175,216	-	-	
-	365,554	14,500 18,238 51,651 36,808	3 4 4 1/2 5	121,197	486,751	-	-	
4 4 1/4 4 1/2 4 1/2 4 1/2	920,662	59,496 7,000 10,000 79,090 72,075 78,520 3,000 11,800	4 4 1/4 4 3/8 4 1/2 4 3/4 5 5 1/4 5 1/2	320,981	1,241,643	116,500	31,500	
-	72,325	65,958	5	65,958	138,283	-	-	
-	61,493	6,500 13,833	5 5 1/2	20,333	81,826	-	-	
-	104,303	23,895 14,350 36,450	3 1/2 5 6	74,695	178,998	-	-	
-	130,160	12,800 3,500 27,000	6 5 (a.)	43,300	173,460	5,000	-	(a) Government Loan converted into an annuity, terminable in 22 years from 15th May 1865, at 6 1/2 per cent. per annum, to pay Principal and Interest.
5	506,145	45,240 4,566 35,675	4 5 6	85,481	591,626	20,000	5,000	
-	58,000	19,350	5	19,350	77,350	-	-	
-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	
-	260,020	3,050 103,450	6 5	106,500	366,520	-	-	
-	19,902,528	5,764,756	-	5,764,756	25,667,284	855,333	457,820	

RETURN of any AMALGAMATION, WORKING ARRANGEMENT, or SALE or LEASE of
under the Authority

ENGLAND AND WALES.

AMALGAMATION OF	Date in 1865, when the Amalgamation took place.	Act authorising the Amalgamation.	ARRANGEMENT FOR WORKING	Date in 1865, when the Working Arrangement came into Operation.	Act authorising the Working Arrangement.
Aberystwith and Welsh Coast, with the Cambrian.	5 Aug. -	28 & 29 Vict. c. 291.	Brean Down Harbour, by Bristol and Exeter, in perpetuity.	10 June -	23 Vict. c. 122.
Cheshire Midland, Garston and Liverpool Committee, Stockport and Woodley Junction, Stockport, Timperley, and Altrincham Junction, and West Cheshire, vested in the Great Northern, Manchester, Sheffield, and Lincolnshire, and Midland.	5 July -	28 & 29 Vict. c. 327.	Cockermouth, Keswick, and Penrith, by London and North Western, and Stockton and Darlington, in perpetuity.	2 Jan. -	26 & 27 Vict. c. 108.
Cleveland, with the North Eastern	5 July -	28 & 29 Vict. c. 368.	Devon and Cornwall, by London and South Western, for 10 years.	1 Nov. -	25 & 26 Vict. c. 165.
East Grinstead, with the London, Brighton, and South Coast.	30 Jan. -	21 & 22 Vict. c. 57.	Devon and Somerset, by Bristol and Exeter, in perpetuity.	6 March -	23 Vict. c. 42.
Ely Valley Extension, with the Ogmere Valley.	5 July -	28 & 29 Vict. c. 205.	Hatfield and St. Albans', by Great Northern, for 999 years.	16 Oct. -	25 & 26 Vict. c. 86.
Hereford, Hay, and Brecon, with the Brecon and Merthyr Tydfil Junction.	25 Aug. -	28 & 29 Vict. c. 324.	Launceston and South Devon, by South Devon, in perpetuity.	1 July -	25 & 26 Vict. c. 111.
Leeds, Bradford, and Halifax, with the Great Northern.	5 Sept. -	28 & 29 Vict. c. 330.	Liskeard and Caradon, by Liskeard and Looe Union Canal, for one year.	31 March	21 Vict. c. 11.
South Devon and Tavistock, with the South Devon.	1 July -	28 & 29 Vict. c. 255.	Mid Hants, by London and South Western, for 10 years.	2 Oct. -	24 & 25 Vict. c. 111.
Thames Valley, with the London and South Western.	5 July -	28 & 29 Vict. c. 304.	West Cornwall, by Great Western, Bristol and Exeter, and South Devon Companies, in perpetuity.	1 July -	28 & 29 Vict. c. 219.
West Hartlepool Harbour and Railway Company, and the Cleveland Railway Company, with the North Eastern.	5 July -	28 & 29 Vict. c. 368.	Weymouth and Portland, by London and South Western, for 10 years.	2 Oct. -	25 & 26 Vict. c. 71.
West Yorkshire with the Great Northern	5 July -	28 & 29 Vict. c. 331.			

SCOTLAND.

Bridge of Weir, with the Glasgow and South Western.	1 Aug. -	28 & 29 Vict. c. 298.	Greenock and Wemyss Bay, by Caledonian, in perpetuity.	1 May -	25 & 26 Vict. c. 160.
Castle Douglas and Dumfries, with the Glasgow and South Western.	1 Aug. -	28 & 29 Vict. c. 298.	Montrose and Bervie, by Scottish North Eastern, for eight years.	1 Nov. -	23 & 24 Vict. c. 142.
Crieff Junction, with the Scottish Central	29 June -	28 & 29 Vict. c. 134.			
Dumfries, Lochmaben, and Lockerby Junction, with the Caledonian.	1 Aug. -	28 & 29 Vict. c. 297.			
Dunblane, Doune, and Callander, with the Scottish Central.	29 June -	28 & 29 Vict. c. 133.			
Edinburgh and Glasgow, with the North British.	1 Aug. -	28 & 29 Vict. c. 308.			
General Terminus and Glasgow Harbour, with the Caledonian.	1 Aug. -	28 & 29 Vict. c. 167.			
Inverness and Aberdeen Junction, and Inverness and Perth Junction, into the Highland.	1 Aug. -	28 & 29 Vict. c. 168.			
Kirkcudbright, with the Glasgow and South Western.	1 Aug. -	28 & 29 Vict. c. 298.			
Maybole and Girvan, with the Glasgow and South Western.	1 Aug. -	28 & 29 Vict. c. 298.			
Monkland, with the North British	1 Aug. -	28 & 29 Vict. c. 308.			
Scottish Central, with the Caledonian	1 Aug. -	28 & 29 Vict. c. 287.			

IRELAND.

			Belfast, Holywood, and Bangor, by Belfast and County Down, for 9½ months.	18 May -	Mutual Agreement.
			Carrickfergus and Larne, by Belfast and Northern Counties, for seven years.	1 Nov. -	23 & 24 Vict. c. 54.
			Londonderry and Coleraine, by Belfast and Northern Counties.	10 April -	18 & 19 Vict. c. 147.

their UNDERTAKING, carried into effect by RAILWAY COMPANIES during the Year 1865, of an Act of Parliament.

ENGLAND AND WALES.

SALE OF	Date in 1865, when the Undertaking was Sold.	Act under which the Undertaking was Sold.	LEASE OF	Date in 1865, when the Undertaking was Leased.	Act Authorising the Lease.
Hammersmith and City Junction, to the Great Western, and Metropolitan.	1 January -	28 Vict. c. 101.	Mid-Wales, to Messrs. Watson and Overend, for 21 years.	8 April -	27 & 28 Vict. c. 142.
Marple, New Mills, and Hayfield Junction, to the Manchester, Sheffield, and Lincolnshire.	5 July -	28 & 29 Vict. c. 248.	Penarth Harbour, Docks, and Railway, to the Taff Vale, for 999 years.	Railway, and Harbour, 1 Jan. 1864; Docks, 1 July 1865.	26 & 27 Vict. c. 75.

SCOTLAND.

Carmyllie to the Scottish North Eastern.	12 March 1864	28 Vict. c. 83.			
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IRELAND.

Hollywood Branch of the Belfast and County Down Railway, to the Belfast, Holywood, and Bangor.	21 August -	28 & 29 Vict. c. 198.			
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GENERAL SUMMARY.

TRAFFIC.

	Length of Line Open.			PASSENGER TRAFFIC.							GOODS TRAFFIC.					
				Number of Passengers (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			Coal, Coke, and other Minerals.	General Merchan- dise.
	Double.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL Passen- gers.					Cattle.	Sheep.	Pigs.		
ENGLAND and WALES, for 1864	5,976	2,914	8,890	23,467,020	59,681,016	114,016,625	197,164,661	51,914	51,030	230,368	354,019	2,083,254	6,786,127	1,426,264	61,890,054	28,802,262
" " " for 1865	6,081	3,170	9,251	25,053,443	64,520,007	127,120,088	216,693,538	63,907	52,286	210,203	312,166	1,874,020	7,001,654	1,448,731	63,892,007	30,640,967
Increase in 1865	105	256	361	1,586,423	4,838,991	13,103,463	19,528,877	12,083	1,744	20,165	41,853	209,234	215,527	22,467	2,001,958	1,838,705
Decrease.																
SCOTLAND, for 1864	928	1,177	2,105	2,091,301	1,998,949	15,515,205	20,205,455	15,403	8,619	28,419	68,880	482,656	1,241,279	65,329	13,245,363	4,577,483
" for 1865	946	1,254	2,200	2,840,446	2,849,500	16,805,582	21,095,528	20,744	3,809	17,478	47,709	489,762	1,819,125	88,388	13,556,710	4,487,139
Increase in 1865	18	77	95	149,145	350,551	1,290,377	1,790,073	5,341	4,810	10,941	21,171	6,106	577,846	23,059	311,347	90,348
Decrease.																
IRELAND, for 1864	408	1,296	1,794	1,543,094	3,589,204	6,769,751	11,902,049	9,182	4,053	24,325	36,695	427,447	428,275	733,155	310,364	1,535,168
" for 1865	476	1,362	1,838	1,760,316	3,913,734	7,490,599	13,173,649	12,406	3,204	26,869	36,222	407,048	515,632	887,577	357,069	1,659,596
Increase in 1865	22	66	14	226,222	324,530	720,848	1,271,600	3,224	849	2,544	473	20,390	87,357	154,422	46,705	124,368
Decrease.																
UNITED KINGDOM, for 1864	7,402	5,387	12,789	27,701,415	65,269,169	136,301,581	229,272,165	76,499	66,702	283,112	459,594	2,993,357	8,455,681	2,224,748	75,445,781	34,914,913
" " " for 1865	7,503	5,786	13,289	29,663,205	70,783,241	151,416,269	251,862,715	97,147	59,299	254,550	396,097	2,769,830	9,336,411	2,424,666	77,805,786	36,787,638
Increase in 1865	101	399	500	1,961,790	5,514,072	15,114,688	22,590,550	20,648	7,403	28,562	63,497	223,527	880,730	199,948	2,360,005	1,872,725
Decrease.																

WORKING EXPENDITURE.

		WORKING EXPENDITURE (exclusive of all Steam															
		Length of Line Open on 31st December.	Main- tenance of Way and Works.			Locomotive Power (including Stationary Engines).		Repairs and Renewals of Carriages and Waggons.		Traffic Charges (Coaching and Merchandise).		Rates and Taxes.		Government Duty.		Compensation for Personal Injury, &c.	
			Miles.	£.	Proportion per Cent.	£.	Proportion per Cent.	£.	Proportion per Cent.	£.	Proportion per Cent.	£.	Proportion per Cent.	£.	Proportion per Cent.	£.	Proportion per Cent.
ENGLAND AND WALES, for 1864		8,890	2,476,730	18.30	3,777,940	27.91	1,220,233	9.02	3,948,870	29.18	527,123	3.90	398,955	2.95	121,719	0.89	
" " " for 1865		9,251	2,564,046	17.61	3,983,007	27.35	1,310,508	9.00	4,299,477	29.53	561,617	3.86	418,273	2.87	303,835	2.09	
Increase in 1865		361	87,316	-	205,067	-	99,275	-	350,607	-	34,494	-	19,318	-	182,116	-	
SCOTLAND, for 1864		2,105	355,719	20.75	477,604	27.86	141,026	8.22	423,533	24.76	62,342	3.68	31,910	1.86	7,565	0.44	
" for 1865		2,200	866,489	20.60	501,056	28.17	144,895	8.13	433,125	24.36	62,671	3.53	33,646	1.89	20,170	1.12	
Increase in 1865		95	10,770	-	23,452	-	3,869	-	9,592	-	329	-	1,736	-	12,607	-	
IRELAND, for 1864		1,794	164,672	21.98	218,748	29.14	55,082	7.34	174,186	23.21	44,385	5.91	-	-	6,383	0.83	
" for 1865		1,838	210,183	26.02	228,199	28.17	59,262	7.30	178,429	22.01	48,426	5.97	-	-	9,528	1.17	
Increase in 1865		44	45,511	-	9,451	-	4,180	-	4,243	-	4,041	-	-	-	3,145	-	
UNITED KINGDOM, for 1864		12,789	2,997,121	18.78	4,474,292	27.06	1,416,341	8.86	4,546,589	28.42	633,850	3.96	430,865	2.69	135,665	0.86	
" " for 1865		13,289	3,140,718	18.31	4,712,262	27.48	1,514,165	8.83	4,911,031	28.64	672,714	3.93	451,919	2.63	333,533	1.94	
Increase in 1865		500	143,597	-	237,970	-	97,824	-	364,442	-	38,864	-	11,054	-	197,868	-	

The Brecon and Merthyr Tydfil Junction and Vale of Neath Companies have not made Returns of either Traffic or Working Expenditure.
The Cork and Kinsale Junction Company have not made a Return of their Traffic.
The Cork and Youghal Company have not made a Return of their Working Expenditure.
The Bagenalstown and Wexford line was closed during 1865, the Company having been adjudged bankrupt.

GENERAL SUMMARY.

TRAFFIC.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.				TOTAL Receipts from all Sources of Traffic.
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	RECEIPTS FROM PASSENGERS.					Total Receipts from Excess Language, Fares, Carriages, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	Coal, Coke, and other Minerals.	General Merchandise.	TOTAL Receipts from Goods Traffic.			
						1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.										
£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.			
2,542,065	1,482,553	4,024,618	54,395,979	52,006,855	106,402,834	3,070,305	4,087,593	4,307,956	342,423	11,808,277	1,062,029	397,473	13,267,779	507,349	5,266,751	9,625,770	15,399,870	28,067,649		
2,863,610	1,622,254	4,485,864	58,359,587	56,135,930	114,495,517	3,228,351	4,254,804	4,581,630	396,027	12,460,812	1,114,756	405,638	13,981,206	490,833	5,368,482	10,325,790	16,185,103	30,166,311		
321,543	139,701	461,246	3,963,608	4,129,075	8,092,683	158,046	167,211	273,674	53,604	652,535	52,727	8,165	713,427	16,516 Decr.	101,731	700,020	785,235	1,498,662		
353,316	339,813	693,129	7,037,897	8,618,529	15,656,426	320,837	194,118	717,076	31,264	1,263,295	87,788	77,607	1,428,690	78,917	995,824	1,262,878	2,337,619	3,706,309		
361,059	445,453	806,517	7,418,502	10,142,261	17,560,763	339,256	206,638	746,699	37,011	1,329,604	100,676	79,751	1,510,031	92,476	1,053,006	1,331,228	2,470,710	3,980,741		
7,743	105,645	213,388	380,605	1,523,732	1,904,337	18,419	12,520	29,623	5,747	66,309	12,888	2,144	81,341	18,559	57,182	68,350	139,091	220,432		
211,270	40,952	252,222	5,121,343	1,950,340	7,071,683	210,388	263,761	350,016	19,863	844,028	60,282	83,261	967,571	98,679	40,313	455,043	504,035	1,531,606		
223,940	40,486	264,326	5,428,729	2,042,118	7,470,847	242,742	282,574	387,174	21,896	934,386	63,952	82,476	1,080,814	107,912	48,014	501,221	656,247	1,737,061		
12,570	466 Decr.	12,104	307,366	91,778	399,164	32,354	18,818	37,158	2,033	90,368	3,670	785 Decr.	93,243	8,333	7,701	46,178	62,212	155,455		
3,106,631	1,863,318	4,969,969	66,555,219	62,575,724	129,130,943	3,601,530	4,545,472	5,375,048	393,550	13,915,600	1,210,099	558,341	15,684,040	684,945	6,302,888	11,343,691	18,331,521	34,015,564		
3,448,509	2,108,198	5,556,707	71,206,818	68,320,309	139,527,127	3,810,349	4,744,016	5,715,503	454,934	14,724,802	1,279,384	567,865	16,572,051	690,321	6,469,592	12,158,239	19,318,062	35,890,113		
341,858	244,880	586,738	4,651,599	5,744,585	10,396,184	208,819	198,544	340,455	61,384	809,202	69,285	9,524	888,011	5,376	166,614	814,548	996,538	1,874,549		

WORKING EXPENDITURE.

Boat, Canal, and Harbour Expenses).										Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December.					
Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure, not included in the Foregoing.		TOTAL Working Expenditure.	TOTAL Receipts.	Net Receipts.	Locomotives.	Coaching.			Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons not included in the Preceding Columns.	TOTAL of the Five preceding Columns.			
								Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.							
£.	Proportion per Cent.	£.	Proportion Per Cent.	£.	Proportion per Cent.	£.		£.		Nos.	Nos.	Nos.	Nos.	Nos.	Nos.	
108,728	0.74	193,091	1.48	767,424	5.68	13,535,813	100	28,563,632	15,027,819	47	5,708	13,981	5,436	166,117	7,440	198,682
101,001	0.60	215,478	1.48	803,584	5.52	14,560,826	100	30,054,408*	15,493,582	48	5,968	14,846	5,706	177,649	5,539	209,708
2,727 Decrease.	-	22,387	-	36,160	-	1,025,013	-	1,490,776	465,703	-	260	865	270	11,532	1,901 Decrease.	11,020
8,857	0.51	28,419	1.65	176,992	10.32	1,713,965	100	3,766,309	2,052,344	45	1,072	2,034	663	32,670	235	36,674
8,730	0.49	22,767	1.29	185,284	10.42	1,778,333	100	3,986,741	2,208,408	45	1,026	2,183	676	36,429	256	40,570
127 Decrease.	-	5,652 Decrease.	-	8,292	-	64,368	-	220,432	156,064	-	46 Decrease.	119	13	3,759	21	3,896
4,815	0.64	3,449	0.45	78,810	10.48	750,530	100	1,581,606	831,076	47	423	970	407	6,093	361	8,254
6,061	0.73	8,922	1.10	60,904	7.53	809,914	100	1,710,506†	900,592	47	420	968	471	6,226	308	8,393
1,246	-	5,473	-	17,906 Decrease.	-	59,384	-	128,900	69,516	-	3 Decrease.	2 Decrease.	64	133	53 Decrease.	139
117,400	0.73	224,959	1.40	1,023,226	6.39	16,000,308	100	33,911,547	17,911,239	47	7,203	16,984	6,506	204,880	8,036	243,010
115,792	0.68	247,167	1.44	1,049,772	6.12	17,149,073	100	35,751,655*	18,602,582	48	7,414	17,997	6,853	220,304	6,103	258,671
1,608 Decrease.	-	22,208	-	26,546	-	1,148,765	-	1,840,108	691,313	-	211	1,012	347	15,421	1,933 Decrease.	15,061

* Exclusive of 111,903 £, the aggregate traffic receipts of the "Cambrian" (see page 27) and "Denbigh, Ruthin, and Corwen" (see page 29), those Companies not having made returns of Working Expenditure, owing to their lines being worked by contract.

† Exclusive of 26,555 £, the total traffic receipts of the "Cork and Youghal" (see page 43), the Company not having made a return of Working Expenditure for 1865.

CAPITAL.

	Authorised Capital up to the 31st December 1865, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.				Paid-up Capital on, and up to, the 31st December 1865, including Subscriptions paid up to other Undertakings.				Debtenture Loans Outstanding on the 31st December 1865.		Total paid up on Shares on, and up to, the 31st December 1865, and on Debtenture Loans Outstanding at that Date.		Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		* See Remarks to the London and North-Western, and London and South Western Companies. (a) Included in Columns (1) and (3). (b) Included in Columns (2) and (6).					
	By Shares.		By Loans.		Ordinary Capital.		Preferential Capital.		Debtenture Stock or Funded Debt.		TOTAL.		Amount authorised to be Subscribed.			Amount actually Subscribed.				
	£.	(1.)	£.	(2.)	£.	(4.)	£.	(5.)	£.	(6.)	£.	(7.)	£.	(8.)		£.	(9.)	£.	(10.)	£.
ENGLAND AND WALES { 1864 { 1865 Increase in 1865 - - £.	324,798,030 337,496,362 32,698,272	108,794,049 119,714,054 10,920,006	433,592,078 477,210,356 43,618,278	179,602,408 186,939,352 7,336,919	85,887,261 99,930,392 14,593,131	11,665,145 12,315,007 679,892	276,974,800 299,184,751 22,609,942	76,280,586 80,430,076 4,139,400	7,588,732 (a) 8,591,168*	352,853,395 379,694,827 26,749,432	11,913,450 (b) 9,617,067*	1,000,180 (a) 2,156,959	942,946 (b) 1,013,507	70,661	1,066,800	539,650	79,117	378,703 (a) 855,333 (b) 427,820	13,135,099 (a) 11,698,481*	13,135,099 (b) 11,080,084*
SCOTLAND - - { 1864 { 1865 Increase in 1865 - - £.	40,818,624 48,742,513 7,923,669	14,162,643 16,303,323 2,140,680	54,981,267 65,045,816 10,064,549	21,078,989 18,307,847 2,771,142	14,401,084 19,055,152 4,650,168	1,130,923 1,206,768 55,843	36,634,896 38,569,767 1,934,871	11,101,668 11,636,365 534,507	1,000,180 (a) 2,156,959	47,736,564 50,205,032 2,409,468	942,946 (b) 1,013,507	70,661	1,066,800	539,650	79,117	378,703 (a) 855,333 (b) 427,820	13,135,099 (a) 11,698,481*	13,135,099 (b) 11,080,084*		
IRELAND - - { 1864 { 1865 Increase in 1865 - - £.	24,796,483 20,650,650 1,851,167	7,152,605 7,384,841 232,335	31,948,089 34,033,491 2,085,502	14,365,662 14,350,997 85,335	4,905,381 5,277,731 372,550	263,473 273,600 10,127	10,434,516 19,992,528 108,012	5,693,138 5,764,750 71,618	670,533 (a) 855,333	25,127,654 25,607,284 539,650	70,661	1,066,800	539,650	79,117	378,703 (a) 855,333 (b) 427,820	13,135,099 (a) 11,698,481*	13,135,099 (b) 11,080,084*			
UNITED KINGDOM { 1864 { 1865 Increase in 1865 - - £.	390,113,137 432,989,245 42,476,108	130,109,197 143,402,418 13,293,221	520,222,334 576,391,663 55,769,329	214,947,054 219,595,196 4,651,142	104,647,695 124,363,475 19,615,849	13,040,541 13,795,375 745,834	332,644,221 337,657,946 25,012,825	98,075,302 97,821,097 4,735,765	9,310,745 (a) 11,698,481*	425,719,613 455,478,143 29,758,530	13,135,099 (b) 11,080,084*	1,000,180 (a) 2,156,959	942,946 (b) 1,013,507	70,661	1,066,800	539,650	79,117	378,703 (a) 855,333 (b) 427,820	13,135,099 (a) 11,698,481*	13,135,099 (b) 11,080,084*

THE above is exclusive of the following COMPANIES who made no RETURN for 1865 to the BOARD OF TRADE, but whose Capital, according to their last Returns, stood as follows:—

NAME OF COMPANY.	Authorised Capital, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.				Paid-up Capital including Subscriptions paid up to other Undertakings.							Debtenture Loans Classified according to the several Rates per Cent. of Interest.				Total paid up on Shares and on Debtenture Loans	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.	
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend	Preferential Capital.	Rate per Cent. of the Dividend	Debtenture Stock or Funded Debt (by the conversion of Debtentures into Stock under Act of Parliament).	Rate per Cent. of Interest.	Amount.	Rate per Cent. of Interest.	TOTAL.	Amount authorised to be Subscribed.	Amount actually Subscribed.				
ENGLAND AND WALES.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.		
Bembridge Railway, Tramway, and Pier	50,000	16,600	66,600	3,000	-	-	-	17,000	-	-	-	-	-	-	-	-		
Milford	70,000	23,000	93,000	98,889	-	-	-	-	5	-	-	-	-	-	-	-		
Milford Haven Dock and Railway	140,000	46,000	186,000	-	-	-	-	-	-	-	-	-	-	-	-	-		
North Western and Seven Junction	68,000	16,000	84,000	22,470	-	-	-	-	-	8,000	5	-	-	-	-	-		
Portsmouth, Brighton, and Newport	100,000	39,300	139,300	-	-	-	-	-	-	14,000	5	-	-	-	-	-		
St. George's Harbour	70,000	29,500	99,500	45,479	-	-	-	-	-	1,500	6½	-	-	-	-	-		
South Northumberland	60,000	20,000	80,000	-	-	-	-	-	-	3,000	6	-	-	-	-	-		
Wenlock	125,000	41,500	166,500	23,942	-	-	-	-	-	-	-	-	-	-	-	-		
IRELAND.																		
Bagenalstown and Wexford	850,000	161,600	1,011,600	87,862	-	-	-	-	-	80,400	5	-	-	-	-	-		
Banbridge Extension	50,000	30,000	80,000	43,465	-	-	-	-	-	-	-	-	-	-	-	-		
Cork and Youghal	865,000	1,000	866,000	-	-	-	-	-	-	131,000	5	-	-	-	-	-		
Waterford and Passage	50,000	29,600	79,600	139,400	-	-	-	-	-	-	-	-	-	-	-	-		
TOTAL	1,508,000	566,100	2,134,100	434,507	-	-	-	17,000	-	238,090	-	238,090	-	238,090	943,697	-		

STATISTICS deduced from the TRAFFIC RETURN.

	Proportion per Cent. of the Number of Passengers.				Proportion per Cent. of Receipts from Passengers.				Increase per Cent. of the Number of Passengers over the previous Year.				Increase per Cent. of Receipts from Passengers over the previous Year.				Proportion per Cent. of Total Receipts derived from Passenger Traffic and from Goods Traffic respectively.					
	1st Class.	2d Class.	3d Class, including Parly.	Total.	1st Class.	2d Class.	3d Class, including Parly.	Season Ticket Holders.	Total.	1st Class.	2d Class.	3d Class, including Parly.	Season Ticket Holders.	All Classes.	Passenger Traffic.	Goods Traffic.	Total.					
ENGLAND and WALES	1864 11·00	30·27	57·83	100	26·00	34·62	36·49	2·89	100	6·72	15·22	14·22	13·56	13·56	7·04	8·31	9·09	18·91	8·54	46·28	53·72	100
	1865 11·53	29·78	58·66	100	25·91	34·14	36·77	3·13	100	6·76	8·11	11·49	9·90	9·90	5·14	4·09	5·51	15·56	5·52	46·34	53·66	100
SCOTLAND - - -	1864 13·32	9·89	76·79	100	25·39	15·37	56·76	2·43	100	4·84	4·84	4·13	3·26	3·26	7·49	16·33	8·89	13·52	9·71	37·93	62·07	100
	1865 12·92	10·67	76·41	100	25·51	15·54	56·16	2·79	100	5·50	17·71	8·31	8·90	8·90	5·74	6·44	4·13	18·38	5·25	37·88	62·12	100
IRELAND - - -	1864 12·97	30·16	56·87	100	24·93	31·25	41·47	2·35	100	1·07	0·22	6·53	3·83	3·83	4·15	1·23	7·44	5·87	4·58	62·44	37·56	100
	1865 13·43	29·71	56·86	100	25·98	30·24	41·44	2·34	100	14·66	9·00	10·65	10·77	10·77	15·37	7·13	10·61	10·23	10·75	62·22	37·78	100
UNITED KINGDOM	1864 12·08	28·47	59·45	100	25·89	32·66	38·62	2·83	100	6·19	13·55	12·63	12·03	12·03	6·91	8·19	8·96	17·74	8·41	46·10	53·90	100
	1865 11·72	28·13	60·15	100	25·81	32·23	38·81	3·10	100	7·08	8·60	11·09	9·85	9·85	5·79	4·86	6·33	15·58	5·81	46·17	53·83	100

RAILWAYS.

I.

RETURN, by the Board of Trade, of the Number and Nature of the ACCIDENTS and the INJURIES to LIFE and LIMB which have been reported to the Board of Trade, during the Year ended 31st December 1865.

II.

RETURNS, by the several RAILWAY COMPANIES in *England and Wales, Scotland, and Ireland*, showing the TRAFFIC upon their respective Railways in Passengers and Goods, during the Year ended 31st December 1865, &c.

III.

RETURNS by the several RAILWAY COMPANIES of the WORKING EXPENDITURE, &c., during the Year ended 31st December 1865, &c.

IV.

RETURNS by each RAILWAY COMPANY of their authorised SHARE and LOAN CAPITAL, and of the SUMS Received in respect of their ORDINARY CAPITAL, &c., on 31st December 1865 :—RETURN of any AMALGAMATION, WORKING ARRANGEMENT, &c. of RAILWAY COMPANIES carried into effect during the Year 1865, &c.

(*Mr Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
7 August 1866.*

[*Price 1 s. 2 d.*]

R E P O R T S

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,

UPON

C E R T A I N A C C I D E N T S

WHICH HAVE

O C C U R R E D O N R A I L W A Y S

During the Months of May, June, July, August, September,
October, November, and December,

1865.

(PART SIXTH.)

Presented to both Houses of Parliament by Command of Her Majesty.
1866.



L O N D O N :

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1866.

[Price 1s. 4d.]

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BLYTH AND TYNE RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 17th July, 1865.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Blyth and Tyne Railway Company, the enclosed copy of the Report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 20th May last, on the North Seaton branch of the Blyth and Tyne Railway.

My Lords trust that the directors will take the steps recommended by Captain Tyler for preventing, in future, the occurrence of similar accidents.

I am &c.,

T. H. FARRER.

The Secretary of the
Blyth and Tyne
Railway Company.

SIR,

Sheffield, 6th July, 1865.

IN compliance with the instructions contained in your minute of the 31st May last, I have now the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 20th of that month, between a passenger train and a train of empty coal waggons, on the North Seaton branch of the Blyth and Tyne Railway.

The above branch is a single line two miles long, joining the main line at Bedlington. The North Seaton station, to which the branch is opened for passengers, is about a mile and five-eighths from the junction; and the branch is continued beyond North Seaton for about three-eighths of a mile, to a colliery. There is also a siding or mineral line, leading to a second colliery at East Sleekburn, near the middle of the branch.

There are eight passenger trains and from five to eight coal trains, running each way daily on the branch, the former according to published time-tables, and the latter according to circumstances, without any fixed times for arrival and departure. A market train, also, was (in May) in the habit of leaving North Seaton on Saturdays, in time to join the main line market train at Bedlington, though without any specified time for leaving North Seaton. This train had not run at all on two Saturdays during the past six months, when there were no passengers to travel by it; and on two other occasions the guard had run down with the engine only, to the junction.

The staff at Bedlington consists of a station-master, who has been there for a year and a half, and a lad, 19 years old, who acts as pointsman and takes charge of the station in his absence.

On Saturday the 20th May, a train consisting of engine and tender, and 48 empty coal waggons, without a break-van, left Blyth at 7.45 A.M., and passed the Bedlington junction at 8.25, on its way to North Seaton. The engine-driver found the signals and points at the junction all right for him to proceed, and he therefore went through to the branch without stopping. He knew that the market train would come from North Seaton to join the main line train due at the junction at 8.40, if there were any passengers for it; but he thought that if it did come he should be able to see it at a sufficient distance to enable him to get out of its way, and take

refuge in the East Sleekburn colliery branch. The line is quite straight, and he saw as he passed the junction to that branch that the train had not left North Seaton, and that the line was clear. He therefore proceeded forward for several hundred yards, until, when he was about 150 yards from the distant signal worked from the East Sleekburn junction towards North Seaton, he saw the market train start from that station. He did his best to pull up, and had almost brought his train to a stand, when the tender in front of the engine of the market train came into collision with his engine with considerable violence.

The buffer-beam and frame of the tender of the passenger engine were broken, the end of the tank was stove in, and the carriages were slightly damaged. The buffer-plate of the coal engine was bent, and the timber work of one (chaldron) waggon was destroyed. The six passengers who travelled in the market train were all injured, and two of them, females, unfortunately had their legs broken.

This passenger train consisted, in the following order, of a tender, an engine, a composite carriage, and a third-class break carriage. When it started at 8.30 from North Seaton, the station-master, the engine-driver, the fireman, or the guard, might, any of them, if they had taken the trouble to look, have seen the coal train approaching the station in the opposite direction. But the station-master was in his office "booking a few parcels"; the guard gave the engine-driver a signal to start without looking down the line; and the engine-driver, who has been dismissed from the Company's service, and whom I had no opportunity of examining, is said to have been drinking. The guard observed the coal train almost immediately after they had started, and he applied his break and kept it on until the collision occurred. He also endeavoured to attract the attention of the engine-driver, but he failed to do so; and it appears from his statement, as well as from that of the driver of the coal train, that the steam was not shut off from the passenger engine until it was within 20 or 30 yards of the coal train, when the passenger driver first showed himself and became aware of his danger.

This branch was opened for passenger traffic in 1860, and the Company then gave an undertaking under their seal, and signed by Mr. Joseph Laycock, the chairman, to the effect that only one engine in steam, or two or more engines coupled together, should be between North Seaton and the East Sleekburn junction, and between that junction and the Bedlington junction, at the same time.

But no regulations, special or otherwise, have ever been issued with a view to the carrying out of this undertaking, or to the safe working of the branch, and the servants of the Company have laid down such simple rules as they thought proper for their own guidance. The engine-driver of the coal train says, "My rule is, not to go on the branch within a quarter of an hour of the time for a passenger train to leave North Seaton." The Bedlington station master and his "pointsman" agree that a coal train ought not to be allowed to leave Bedlington for North Seaton in less than *ten minutes* from the time at which a passenger train is due to leave North Seaton for Bedlington; and it is their practice, they say, not to allow coal trains to go upon the branch within 20 minutes of the time that a main line passenger train (which a branch train has to meet) is due at

Bedlington. This practice was not strictly adhered to on this occasion, on account, apparently, of some uncertainty in the minds of the engine-driver of the coal train, and of the Bedlington pointsman, as to the running of the market train from North Seaton; and the above rules could not, indeed, be satisfactorily applied, because, as I have already stated, the market train had no specified time for starting.

The different circumstances of this accident afford an instance of the carelessness and recklessness with which the inferior officers and servants of a railway company may work the traffic, even of a single line, if they are allowed to do it in their own way, and without the check of good regulations strictly enforced. It was sufficiently strange that the engine-driver of the coal train should enter, and should be permitted to enter, on the branch at Bedlington, when he was, to say the least of it, so likely to meet the passenger train from North Seaton; but it was still more strange that a half-drunken engine-driver should be permitted to start in broad daylight from North

Seaton when the coal train could plainly be seen approaching it in the opposite direction; that the station-master in charge of the passenger terminus of the single line at North Seaton, should exercise no vigilance to prevent it; that the guard should give the signal for it; that the engine-driver himself and his fireman should both be so utterly regardless of their own safety and that of their train as never once to look before them, to see whether the line was clear, until they were close upon the coal train.

I recommend that a telegraph be now supplied on the line for convenience in working the traffic; that the train staff and ticket system, as was contemplated by the officer who inspected the line in 1860, be adopted for securing safety on the single line; and that a break-van be employed in future with the mineral trains.

I have, &c.,

*The Secretary to the
Board of Trade,
Whitehall.*

H. W. TYLER,
Capt. R. E.

BLYTH AND TYNE RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 30th January 1866.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Blyth and Tyne Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the explosion of the boiler of a locomotive engine at the New Bridge station of the Blyth and Tyne Railway on the 15th ultimo.

I am, &c.

W. D. FANE.

*The Secretary of the
Blyth and Tyne Railway
Company, Newcastle.*

SIR, 1, Whitehall, 26th January 1866.

IN compliance with the instructions contained in your minute of the 1st instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 15th December last, at the New Bridge station on the Blyth and Tyne Railway, at Newcastle, from the explosion of a locomotive engine.

James Whitehead, driver, and Robson Heppel, fireman, left Newcastle at 6.10 a.m. on the day in question, with No. 25 engine, for the Gosforth Colliery, from whence they brought 17 loaded chaldron waggons, reaching Newcastle again at 7.20. They shunted about the yard until the 7.30 passenger train had started, and then went to the depôts close at hand, to place the waggons over the coal-drops. They first took 6 waggons into the coal-drop siding, and then returned for the remainder; and when the engine had been standing still for about a minute and a half it exploded.

The engine-driver and fireman had got off the engine, and were standing on the left side abreast of the foot-plate; and the guard was 6 or 7 feet in front of them. The guard was thrown down several yards from where he stood, and scalded in the face, but was not much hurt. The engine twisted round, with its trailing end to the left, and fell on its left side. The engine-driver was blown under the tender, which was separated from the engine, and the fireman was blown round to the right of the engine, in front of the tender. They were both much scalded, and died the same evening, the driver at 8.10, and the fireman at 11.30.

The guard had ridden on the engine from Newcastle to Gosforth, and again, after returning to Newcastle, in going to the coal-drops. He states that the engine, which was working up to 120 lbs. of pressure, was blowing off slightly at the safety-valve when the explosion occurred.

No. 25 was a passenger engine, with leading wheels 4 feet 6 inches in diameter, and driving and trailing wheels, coupled together, 5 feet 6 inches in diameter. The wheel base measured 7 feet 7 inches from leading to driving, and 6 feet 8 inches from driving to trailing axles. The cylinders were 16 inches in diameter, with a stroke of 24 inches. The cylindrical part of the boiler, containing 140 tubes, was of $\frac{1}{2}$ -inch plates, and was 10 feet long by 3 feet 8 $\frac{1}{2}$ inches inside diameter. The firebox was 3 feet 4 inches wide at bottom, swelling out to 3 feet 7 $\frac{1}{2}$ inches at the top; 3 feet 10 $\frac{1}{2}$ inches long at bottom, and 3 feet 9 inches long at top; and 5 feet 4 inches high. The sides and back were of $\frac{7}{16}$ inch copper plates, and the iron plates of the shell of the firebox were also $\frac{7}{16}$ inch thick. The water spaces, back and front, were 3 $\frac{1}{2}$ inches, and the water spaces at the sides varied from 3 inches at bottom to 4 $\frac{1}{2}$ inches at the top. There were 117 stays, $\frac{3}{8}$ inch in diameter, in each side of the firebox, at central distances of 4 $\frac{1}{2}$ inches. There were 7 roof stays with nine $\frac{1}{2}$ inch bolts in each. A (Smith's) steam-gauge was attached to the boiler.

This engine was built by Messrs. Hawthorn and Co., of Newcastle, and delivered to the Blyth and Tyne Company in August 1862. It had run only 94,100 miles up to the time of the explosion. The last thorough repair that it underwent was in March 1865. At that time a new set of tubes was inserted, but nothing was done to the firebox, and the engine was tested with warm water up to a pressure of 180 lbs. A month before the explosion the engine was taken to the locomotive shops at Percy Main, on account of a leak on the right of the firebox, and the foreman boiler smith, John Bustin, then examined the firebox with a light inside, and tested it with a hammer. He "found the stays all good, except two or three broken, the plate worn, and the heads (of the stays) burnt down." He "put in 14 new stays, 4 under the fire-door, and 10 on the right side, but none on the left side, which did not so much require them." The engine was brought into the shops, also, two days before the explosion, in consequence of the fracture of a motion-bar bolt. A clamp was put on at that time, and the engine was sent out again to work temporarily until a new bolt could be inserted.

The explosion took effect on the left side of the firebox. The copper plate on that side was torn off the stays, and blown out of the firebox to the right, as the engine turned over, for a distance of 10 yards, the fire and fire-bars having been blown out with it. About one-fifth of the upper plate was pulled off the roof, the screw-bolts which held it to the roof stays having been fractured, and a third of the back plate and a small portion of the front plate were displaced and doubled back at the same time. Three of the stays only on the left side were fractured, and an inspection of the remainder and of the broken plates left no doubt as to the cause of the explosion. The heads of the stays had been almost entirely burnt away on the left side of the firebox, and there was hardly anything left to resist the pressure of the steam against the plate on that side but the threads of the screws. The thinnest portion of the plate, barely $\frac{3}{16}$ ths of an inch, was not in the portion that first yielded, but at the back of the firebox. If the stays had been renewed, as they undoubtedly ought to have been, when the engine was brought to the shops for the examination and repair of the firebox about a month previously, the explosion would not have occurred. It

appears that the fuel which is used on this line contains a large proportion of sulphur, which causes the heads of the stays to burn off and the copper plates to burn away more rapidly than they otherwise would do. The foreman boiler smith considered, when he sent the engine out with a partial renewal of stays, that it would work for another month or so without a more extensive renewal; but he had no good excuse for doing so. The burning away of the heads of the stays is so simple and obvious a symptom of weakness, that no explosion from this cause ought, with common care and attention, to be permitted to occur. I would observe, in conclusion, that some additional records are required at the Percy Main works, inasmuch as there was no means of knowing, except from the memory of the foreman boiler smith, and from actual observation of the firebox, either the period or the extent of the repairs which had been done to it about a month before the explosion; and these two means did not afford precisely the same result.

I have, &c.

*The Secretary,
Board of Trade,
(Railway Department).*

H. W. TYLER,
Capt. R.E.

CALEDONIAN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 2nd November 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the Caledonian Railway Company, the enclosed copy of the report made by Capt. Rich, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred to a passenger train at the Wemyss Bay station of the Greenock and Wemyss Bay Railway on the 16th September last.

I am at the same time to request that you will state as nearly as possible the number of persons, distinguishing passengers from servants of the Company, who were injured by the accident in question.

I have, &c.

*The Secretary of the
Caledonian Railway Company.*

W. D. FANE.

*Board of Trade
(Railway Department),
Whitehall, 27th October, 1865.*

SIR,

IN compliance with your minute of the 20th inst., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances, that attended the accident, that occurred at Wemyss Bay station, of the Greenock and Wemyss Bay Railway, on the 16th ultimo.

Several passengers were cut and bruised; the exact number has not yet been ascertained, but I was informed that none of them were severely hurt.

The Greenock and Wemyss Bay Railway, is worked by the Caledonian Railway Company. The gradients are heavy.

On the 16th September a train, consisting of an engine and tender, a guard's van, two first class, one third class, two first class, and four third class carriages, coupled in the order stated, left Bridge Street station, Glasgow, at 1.11 p.m.

One third class carriage in the centre of the train and the third class carriage at the tail of the train, were supplied with break power, but there was only one guard with the train, and he rode in the break compartment of the last carriage, when the train started.

The train left Glasgow one minute late. It left Inverkip station, which is about two miles from Wemyss Bay station, 7 minutes late, and it arrived at Wemyss Bay at 2.30 p.m., according to the station master's evidence, and at 2.32 p.m., according to the evidence of the driver and guard of the train. 2.25 p.m. is the time it is due to arrive at Wemyss Bay. It was therefore 5 or 7 minutes late at Wemyss Bay, according to whosever evidence is correct. I am inclined to trust that of the station master, and to think, that two minutes of the time lost in reaching Inverkip from Glasgow, was made up between Inverkip and Wemyss Bay.

The line falls on a gradient of 1 in 70 for a mile, as it approaches Inverkip station from Glasgow. Charles Watson, the driver of the passenger train that left Glasgow at 1.11 p.m., on the 16th ultimo, when he reached the top of the incline north of Inverkip, desired his fireman to go into the break van next to the engine tender, to work the break. He states, that he had been in the habit of sending him there, ever since there has been no second guard to the train.

The fireman was intended to remain in the guard's van, till the train reached Wemyss Bay, and he did so, but just after the train started from Inverkip, the guard (who had been in the hind carriage up to that station) came into the front van, where the fireman was.

The engine driver was ignorant of this change, and therefore he conceived, that he had two break carriages available for controlling his train, whereas he had only one.

The line from Inverkip towards Wemyss Bay is practically level for about half a mile. It then falls 1 in 69½ for about 1½ miles till it gets within 350 yards of the buffers at the end of the Wemyss Bay station.

For 250 yards from the buffers it is practically level, and the other 100 yards is on a gradient of 1 in 300.

The driver states that on the 16th ultimo he reached the top of the incline, next to the Wemyss Bay station, at a speed of about 20 miles an hour, that he shut off steam just before reaching the top of the incline, and put on his tender break when he had got about 100 yards past the top of the incline; that he reversed his engine when passing the hotel, about half a mile from the station, and put on steam, and then commenced to put sand on the rails, which were

slippery, in consequence of some showers that had fallen that morning.

He could not succeed in stopping his train, which ran into the station at a speed variously estimated at 7 to 10 miles an hour, and struck the buffers at the end of the station at a speed of 6 or 7 miles per hour. The stationary spring buffers were broken and the adjacent platform disturbed.

The buffers of the engine and the near buffer of the tender next to the engine, were broken.

The buffers of the van broke through the back end of the tank and the van rebounded about three yards, breaking its coupling. Its leading wheels were thrown off the rails.

The front panels of the first class carriage next to the van were broken.

The engine that drew the train was a single tender engine, with 16 in. cylinders and 20 in. stroke.

The driving wheels are 7 feet diameter, and carry about $11\frac{1}{2}$ tons.

The leading and trailing wheels are 3 ft. 6 in. diameter, and carry about 8 and $6\frac{1}{2}$ tons respectively.

The distance between the centres of the leading and driving wheels is 6 ft. 6 in., and between the driving and trailing wheels 7 ft.

The tender weighs about 14 tons, and the van next the tender between 8 and 9 tons.

It appears that James Currie (the guard of the passenger train), when leaving the break carriage at tail of the train, asked a watchman who is in the Railway Company's employment, and who came with him from Glasgow in the break compartment, to look after the break, and that the watchman nodded his head.

James Currie wished to go into the front van, as there was a great quantity of passengers' luggage to attend to and to get out for the steamers, as soon as he reached Wemyss Bay. He thought that he would have as much power to control the train when in the front van as in the last carriage, and that the watchman could do his duty; but he took no trouble to ascertain whether the latter was competent to do it. If he had asked him, he would have found out, that he was not, and had he required additional assistance, he might have obtained another guard at Port Greenock.

James Currie had not travelled before with the driver Watson, and he was not aware, that Watson was in the habit of providing for the working of the front break, by sending his fireman to do it.

James Currie states, that the speed of the train at the top of the incline next to Wemyss Bay, was greater than usual, that he thinks it was 25 to 30 miles an hour. The fireman thinks it was 25 miles per hour, but says he would not swear that it was not 35 or even 40 miles per hour.

It certainly appears to have been greater than usual, and greater than it should have been; but judging from the result of the collision, I believe that if the guard had remained in his proper place in the last carriage of the train, and had applied his breaks properly, the collision would have been avoided.

It is certain that the breaks attached to the last carriage were not properly applied. The watchman knew nothing about them, never having been employed as a breaksman, and though he gave the wheel a turn or two, he says that he knows, from trying other breaks since the accident, that he did not put them on properly on the 16th ultimo, and the station master at Wemyss Bay corroborates this evidence, as he perceived that the breaks of the back carriage were not on, as the train came in.

It appears that some passengers applied the breaks in the centre carriage, but this was probably only done at the last moment.

The custom of allowing passengers to ride in the break vans is very objectionable, as in playing with the breaks they may mislead the driver of the train.

The accident appears to have been caused by incautious driving between Inverkip and Wemyss Bay stations. The driver reached the top of the incline falling to Wemyss Bay station, at a speed that put the train beyond his control in descending the incline, or else he neglected to apply the means available to check that speed in proper time.

He was no doubt deceived by the want of a second break, which he considered that he had provided in sending his fireman into the front van, but he should not have parted with his fireman, who was required at his post on the engine, and would then have assisted the driver to manage the engine.

The guard Currie is also much to blame for leaving his post. Had he remained there, the accident would certainly have been mitigated, if not altogether prevented.

Charles Watson (the driver) states, that he has applied to the officers of the Caledonian Railway Company for a second guard. This is admitted; but the officers state that Watson's application referred to another part of the Wemyss Bay line. It appears to me, that no part of the line required it more, than the Wemyss Bay, portion and that two guards are certainly required to a train of nine carriages travelling over a line with such gradients.

The fact, that the engine driver habitually parted with his fireman, to fulfil the duties of a second guard proves, how much a second guard was required, and it further proves, how desirable it is for railway companies to adopt some system, by which the proper officers will become aware, of what goes on on the lines under their charge, be informed of all cases when drivers put their firemen to do guards' duties, and guards leave their posts to attend to passengers' luggage, thereby endangering the safety of the train.

The exact time of running between Inverkip and Wemyss Bay would have been satisfactorily ascertained, had the books for entering the times of the trains, which were provided by the company, and entrusted to the station master at Inverkip and to the guard Currie, been properly kept.

The station master's was evidently quite incorrect, and his excuse was, that the porters sometimes made the entries, and omitted to make them at the proper time.

The entry in Currie's book had evidently been corrected, and therefore no reliance could be placed in it.

When inspecting this line I omitted to remark the want of gradient boards; I recommend that they be supplied. Charles Watson was well acquainted with the gradients, having driven trains on this line since it was opened, but gradient boards are useful when new drivers come on the line.

I have, &c.

F. H. RICH,

Capt. R.E.

*The Secretary of the
Railway Department,
Board of Trade.*

*Caledonian Railway Company,
Secretary's Office,
Glasgow, 4th November, 1865.*

SIR,

I HAVE the honor to reply to your letter of the 2nd instant, accompanying copy of Captain Rich's report on the accident at Wemyss Bay on the 16th September, which shall be submitted to my Board of Directors.

About seventy-five passengers intimated that they were more or less hurt, but in many cases the evidences of injury were not very apparent.

Only one of the Company's servants was hurt.

I am, &c.

R. M. GIBSON.

*The Secretary,
Board of Trade,
Railway Department,
Whitehall, London, S.W.*

GREAT EASTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 4th August 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the Great Eastern Railway Company, the enclosed copy of Colonel Yolland's report on the circumstances connected with the accident on 1st July last to an express train between the Hethersett and Trowse stations, near Norwich.

I am, &c.

W. D. FANE.

*The Secretary of the
Great Eastern
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 31st July 1865.*

SIR,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 8th instant, the result of my inquiry into the circumstances which attended the accident that occurred to the 5h. Om. p.m. down express train from London to Norwich on the 1st instant, between Hethersett and Trowse stations on the Great Eastern Railway, when the whole train got off the line, and a lady and gentleman sitting on opposite seats in a first-class carriage came violently into contact with each other, and were somewhat hurt, and the fireman was also slightly hurt in jumping off from the engine into the river; but most fortunately no serious injuries were received by any of the passengers.

This train, consisting of engine and tender, eleven carriages, and three vans, left the Bishopsgate Street station 24 minutes late, in consequence of a great influx of extra traffic on the afternoon of that day, which prevented some of the trains that preceded the express train getting away at their proper time. The express train was, in addition, a heavy train, with an unusually large amount of passengers' luggage brought up at the last moment. It lost time on the journey up to and including the stoppage at Cambridge. From Cambridge to Ely it kept its proper rate of travelling, and it left Ely with five carriages and two vans, with one guard, 42 minutes late, and Wymondham, 10½ miles from Norwich, about 49 minutes late, having been detained there some short time in consequence of another train being ahead of it.

As the train passed under the viaduct which carries the Eastern Union branch over the Norfolk line between Wymondham and Norwich, about two and a half miles from Norwich, the driver felt what he describes as a "jerk," and the fireman as a "bit of a jump or jerk," and they both thought that some of the wheels of the engine had got off the rails, and when they were on the wooden viaduct that carries the line over the River Bure, 266 yards from the Eastern Union viaduct, the driver got on the step of the engine on the right side and saw that it was tearing up the down line by clearing the bridge of both the metals and the top wood work, knocking them away before it, and that all the wheels of the engine were then off the rails.

As soon as the engine driver felt the jerk, he says, he told his fireman to put on the break, and he sounded the whistle three times for the guard's break when he might have passed the Eastern Union viaduct some 50 yards. He says that he had shut off the steam some 10 yards before he got to the Eastern Union viaduct in order to stop at Trowse station, as an Eastern Union train running into the same station was then overdue, but which train, the driver said, was generally late.

The fireman, on the other hand, states that they usually shut off the steam in coming down the bank from Hethersett, and that they did so on that day, but put it on again at the usual place, some 300 or 400 yards before reaching the Eastern Union viaduct, but not to the same extent as before, as there was a train in front from Wymondham, and that as soon as they felt the "bit of a jump" the driver shut off the steam again, and sounded the whistle for the breaks.

The guard of the train, 10 years a guard, riding in the last van, with one carriage behind it, states that he heard the driver whistle when they were some 40 or 50 yards past the Eastern Union viaduct, that he only heard one whistle, but could not say that it was the whistle for the breaks, and he looked out as soon as he could to see if there was anything in front, but could not discover anything; that he felt the train slackening speed, and he immediately went to his break, but before he got it full on they were at the wooden viaduct, which is about 260 yards from the spot at which the jerk had been felt.

The engine ran over the wooden viaduct, about 76 yards in length, and stopped some 17 yards beyond it, foul of the main line, separated from the tender, which, however, was still connected to the break van behind it, and the whole of the rest of the vehicles of the train also remained coupled together; the guard's van and the last carriage are supposed to have kept on the rails, but the other carriages were off the rails, and from the evidence of some of the passengers I believe that many of them got off a short distance after the train had passed under the Eastern Union viaduct. The progress of the engine had been, I have no doubt, greatly retarded by the resistance it met with while tearing up the roadway on the wooden viaduct, and it carried one of the rails from the left side and south end of the viaduct with it, completely bent and doubled up, between the left leading wheel and the frame of the engine. The leading van and one of the carriages were also foul of the up line, and one of the carriages was lying over towards but not actually on its right side, and another inclining over but to a less extent.

The wooden viaduct referred to was not completely covered with planking, but the chairs were spiked down to 3-inch planks placed transversely about three feet apart fastened down upon longitudinal balks of timber. Some of the wheels of the other vehicles had run along these balks of timber after the railway had been torn up by the engine.

The engine driver, fireman, and guard of the train estimate the speed at the time it passed under the Eastern Union viaduct at 30 miles an hour, the driver and fireman think they were travelling slower than they usually do at that spot, the guard at about the usual speed, and the lady who was hurt and who was travelling in a first-class carriage, third from the tail of the train (Mrs. Dalrymple), thinks they were travelling at the usual speed, which she estimated at from 30 to 40 miles an hour, but nearer to 30 than to 40. Other passengers estimated the speed at 50 and 60 miles an hour between Wymondham and the spot where the accident happened, and they mentioned that considerable oscillation was felt.

I have been unable to ascertain the time at which the accident occurred; no servant of the Company nor any of the passengers whom I saw could give me the exact time, otherwise I should have been enabled to form an accurate opinion as to the average speed from Wymondham to the scene of the accident. The train is allowed 16 minutes from Wymondham to Trowse station, which is about one mile from Norwich station, including the time required for collecting the tickets at Trowse, and the distance is 9½ miles, and if that time is not exceeded it is quite certain that it cannot be done at an average speed

less than 40 miles an hour, in fact 42 or 43 miles an hour would probably be nearer the mark. The ground is favourable for running fast, and it is distinctly stated that when trains are late the drivers endeavour to make up a portion of the time lost.

The line falls for about half a mile before the viaduct under the Eastern Union Railway is reached at an inclination of 1 in 726, and from thence it rises for a short distance to the wooden viaduct over the River Bure at an inclination of 1 in 1466. At the Eastern Union viaduct, and for some distance on each side of it, it is on an easy curve of 80 chains radius, curving to the left in running towards Norwich.

The line had been relaid in March last, when all decayed sleepers were taken out, the wooden viaduct having been thoroughly repaired some six or seven years since.

The permanent way consisted of a single headed rail that weighs 65 lbs. per linear yard, in lengths of 21 feet, fastened into cast-iron chairs by wooden keys placed outside the rails. Four descriptions of chairs appear to have been made use of, respectively weighing 36, 26, 23, and 16 lbs. weight, but to judge from the number of chairs that were broken in this accident about one half the number would appear to be of the weight of 16 lbs. each. Eight sleepers were made use of, as a rule, for each rail's length, although I noticed when on the ground that this rule does not appear to have been strictly carried out. Again, the joints of the rails were intended all to be fished, but there were some exceptions in the portion of road between the Eastern Union and the wooden viaducts. The 36 lbs. chairs were used at the joints.

I was informed that the first traces of a wheel being off the line were found about seven yards on the Norwich side of the Eastern Union viaduct, where the mark of the flange of a wheel could be seen on the top of the right rail, and the chairs under each rail at the second sleeper from the joint were both broken. From these chairs forward, as far as the wooden viaduct, the whole of the chairs under the right rail were every one of them broken,—here and there the fish joints under the same line of rails were also broken—and I understand that this rail was displaced from the chairs and pushed outwards; some of these rails were also bent. Under the left line of rails nearly every chair up to the wooden viaduct was chipped, a few were broken, and in many instances the ends of the fish plate bolts had been shaved off, and some of the fish plates had dropped off, but the left rail itself was not disturbed.

As already stated, the whole of the rails on the down line on the wooden viaduct were torn up, and it is very remarkable that the engine and carriages should have kept so steadily to the line of rails, and not have diverged to the right or left, but that was probably mainly due to the line having been kept well boxed up with ballast.

From an examination of the wheels of the engine, I think it is quite clear that the leading wheels got off to the right, on the outside of the curve, as it passed from under the Eastern Union viaduct, and that by the right wheel of the engine striking the outside lip of the chairs under the right rail, or by the lateral pressure produced by travelling at considerable speed, every chair was broken, and the road burst open for the wheels of other vehicles to drop inside it. The tread of the left leading wheel evidently chipped the inside lips of the chairs under the left rail, and shaved off the bolts of the fished plates at the joints. A mark could be traced, when I was on the ground, where the flange of a wheel had mounted at an unfished joint, but which wheel had dropped inside the right rail, and had not passed over the rail. When the engine reached the wooden viaduct, it is quite possible that the oscillation caused by vehicles off the rails behind, or a less secure permanent way on the viaduct, caused it to be burst entirely open, and the other wheels of the engine then left the rails altogether.

When I examined the line on the 11th instant, the permanent way had been put in order, but proceeding backwards for some distance beyond the spot pointed out where the first mark of a flange on the top of the right rail could be seen, I found that the right rail had a cant of about two inches, and the gauge was somewhat tight to the extent of $\frac{6}{16}$ of an inch at some of the joints. But I was informed by the resident engineer, as well as by the inspector of permanent way, that it was considered on the Great Eastern Railway to be safer to keep the gauge somewhat tight on curves. I am unable to agree as to the propriety of this practice being adopted; if a tight gauge is to be adopted at all, it should be on straight lines, and there it is quite possible it might have the effect of diminishing the oscillation which frequently occurs at high speed.

The engine No. 54 which drew this train is a six-wheeled outside cylinder passenger engine, having 16-inch cylinders, 24-inches stroke, with the leading and trailing wheels of 3 ft. 7 in., and the driving wheels of 7 ft. 1 in. in diameter. The distance between the centres of the leading and driving wheels being 7 ft., and that between the driving and trailing wheels 8 feet.

				Tons. cwt. qrs.		
The weight on the leading wheels						
I am informed is	-	-	-	10	9	2
Ditto ditto driving ditto	-	-	-	11	2	0
Ditto ditto trailing ditto	-	-	-	7	15	0
Total				29	6	2

The engine was built by Messrs. Stothers and Slaughter of Bristol, and was delivered to the Great Eastern Railway Company on the 24th May 1864, and it had run up to the 1st July 52,964 miles. It was last in the workshops in March of this year for repairs to the "slide valves, clacks, motion bars, "springs, new driving spring, links and hangers, "link motion, connecting rods, one new driving and "two leading axle boxes, pistons and slight repairs "to fire box." The tires are of Krupp's steel. The leading wheels were turned up in September 1864, another pair in January 1865, and a third pair in May 1865.

When examined after the accident, the wheels of the engine were found true to gauge, but some of the plates in each of the springs were found broken when taken to pieces. The greater proportion of these broken plates were evidently very recently fractured, and these may be considered as resulting from the accident, but there were other fractures, which were not so recent.

Every other vehicle in the train was found to be more or less damaged, and the most surprising circumstance is how the passengers escaped from receiving injuries.

Considerable excitement existed in Norwich, in consequence of this accident, coupled with the fact that there had been other accidents to trains on the same line, and not very far from the same locality. The superintendent of the line, Mr. Robertson, explained that two accidents to goods trains had taken place during the present year, one in February, and the other in April, both arising from the breaking down of an owner's waggon in a goods train, on which occasions the road had been torn up, and the traffic temporarily worked on a single line of rails under proper regulations, but that only one passenger train had been delayed, and that one not above 15 or 20 minutes. He also stated that during the time he had been superintendent of the line (nine years), no other accident to a passenger train, except the present one, had occurred between Wymondham and Norwich. An opinion was also prevalent that the present accident was in some way connected with repairs to the line, and in consequence I made particular inquiries on the subject. The testimony is direct and positive that nothing whatever had

recently been done to the down line in the immediate vicinity of the Eastern Union viaduct, and the inspector and sub-inspector stated that the line at that part was in first-rate order at the time of the accident. I do not think that both doors of any of the compartments of any of the carriages were locked at the time. In this accident there does not appear to have been, according to the information supplied to me, any very prominent defect in the line or rolling stock which can be at once singled out as the whole and sole cause of the engine getting off the rails; and I think it must be attributed to the combined action of the defects to which I have alluded; viz., the tightness of the gauge, and the running at a high rate of speed with some plates of the springs of the engine broken.

The absence of a distinct whistle on the engine that could be sounded for the guard's break when required, is herein shown to be a serious defect. The guard heard a whistle but did not know for what purpose it was sounded, and he looked out of the window to ascertain; whereas, if there had been a break whistle as on many lines of railway, he would at once have put the break on when it was sounded for, and he might thus have contributed to the stoppage of the train; and if that train had been fitted with continuous breaks applied to several vehicles, instead of only one break to seven vehicles, it is more than probable that but little damage would have been done to the rolling stock.

I should be glad to hear that the Great Eastern Railway Company had determined to strengthen considerably the present permanent way on this portion of their line, which is much weaker than on any main line of railway out of London. Chairs of 16 lbs. weight are much lighter than are now laid down by this company, even in their new branch lines of railway.

In making this inquiry I had the advantage of being assisted by the Mayor of Norwich, who was present throughout, when the evidence was taken down, and who from his knowledge of the locality, and the reports in circulation, was enabled to bring out such facts as will, when known, probably diminish the excitement to which I have referred.

I would recommend that a copy of my report be sent for the information of his worship.

Many gentlemen also who were passengers in the train, including Lords Suffield and Stafford, were good enough to accompany me to the scene of the accident, and to give me what information they could on the subject.

I have the honour to be,

Sir,

Your most obedient Servant,

W. YOLLAND,

*The Secretary, to the Board of Trade, Colonel.
Board of Trade,
Whitehall.*

GREAT EASTERN RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 23rd September 1865.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Eastern Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred to a passenger train between Bury St. Edmunds and Welnetham Stations, on the 19th ultimo.

It appears by that report that the embankment on which the accident occurred is one of those with respect to which Col. Yolland, in his report of the 4th August last communicated to the Directors of the Great Eastern Railway Company in my letter of the 7th August, had observed "the embankments will require to be carefully watched for some time, and they should only be run over at very moderate speed until they are properly consolidated;" that the train arrangements of the company are such as to render necessary a speed of about 25 miles per hour at the place in question; and that the speed of the train to which the accident happened must at the time of its happening have considerably exceeded that rate.

I am to request that the careful consideration of the Directors may be given to the report above referred to.

I am, &c.

W. D. FANE.

*The Secretary of the
Great Eastern
Railway Company.*

SIR, *Dulwich, 18th September 1865.*

IN compliance with the instructions contained in your minute of the 6th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances that attended the accident that occurred on the 19th ultimo, between Bury St. Edmunds and Welnetham Stations on the Great Eastern Railway.

A train, consisting of a tank engine, one second, one first-class carriage, and a guard's van, coupled in the order given, left Marks Tey at 5.50 p.m. on the day in question. It was 10 minutes late in starting, and left Welnetham on its way to Bury 10 minutes late. Bury is $4\frac{1}{4}$ miles from Welnetham.

The line from Welnetham to Bury falls for the first two miles on a gradient which averages 1 in 106.

When the driver had got about one mile on the Bury side of Welnetham his engine began to oscillate. He states that he was travelling at the rate of about 25 or 30 miles per hour, and that he shut off steam.

The fireman, the guard of the train, and the station master at Sicclesmere Siding (which is about one mile and a half on the Bury side of Welnetham Station) estimate the speed at 30 to 35 miles an hour; and a platelayer, who was walking on the road close to the line, estimates it at 40 miles an hour.

It is probable that it was not less than 35 miles per hour.

When the train got about 800 yards on the Bury side of the Sicclesmere Siding the engine burst the road. It ran for about 100 yards on the ballast, breaking up the road completely, and then ran down the bank to the left, taking the carriages and van with it, and buried itself up to the foot plates in the ground at the bottom of the bank, which is about 6 ft. 6 in. high at the spot. The carriages were prevented from falling over by resting on the footboards, and the guard's van was thrown on its side.

There were twelve passengers in the train, and it is an extraordinary fact, that none of them are reported to have been hurt. The driver, fireman, and guard also escaped without injury.

I attribute their wonderful escape to the train being small, and the road having been so completely destroyed by the engine, that the speed of each vehicle of the train was gradually checked by running in the ballast, which was newly laid on, and therefore loose.

The engine that drew the train is an eight-wheeled tank engine, with outside cylinders.

The two front wheels are on a bogie frame; they are 3 ft. 7½ in. diameter and carry 8 tons 10 cwt. The next two pairs of wheels, which are coupled together and act as drivers, are 5 ft. 7 in. diameter. The first pair carry 10 tons 15 cwt. and the other pair 10 tons 4 cwt. The trailing wheels are 3 ft. 7¼ in. (similar to the leading wheels). When the engine is supplied with coal and water they carry 9 tons 4 cwt.

The line was inspected on the 3rd August. The inspecting officer reported "the embankments will require to be carefully watched for some time to come, and they should only be run over at very moderate speed until they are properly consolidated."

The line was opened for passenger traffic on the 9th ultimo. It was in charge of and maintained by the contractors. The Great Eastern Railway Company appointed permanent way inspectors to look after it, on the 14th. The inspector of the length on which the accident occurred visited it on the 15th ultimo for the first time, and found the rails down in holes, and the banks in rather bad order from the rain that had fallen.

He called on the contractor to put it to rights, and additional men were put on at once, and the same permanent way inspector states, that it got better every day, and by Friday evening, when he left for London, "the road looked pretty well."

The bank where the accident happened was one which had been complained of and ordered to be lifted, and the inspector, before leaving for London on the Friday, directed the contractor's timekeeper to be particular in looking after it on the Saturday during his absence.

The platelayers were engaged on Saturday in lifting the road, at the spot where the accident happened, and had completed their work and filled in the ballast. They subsequently lifted about three or

four lengths of rail a little nearer to Welnetham, and they state that after lifting it, they filled in the ballast roughly. The engine driver and fireman state that the sleepers were not covered with ballast, but were left exposed, which I believe was the case.

The engine, on reaching this place, burst the road to the right, breaking the outer lips of five chairs; the fastenings held on, and she then swerved to the left, breaking one rail on that side into five pieces. From this to where she buried herself in the ground the road was completely destroyed.

The accident appears to have been caused by too great speed over a new road, which had not been maintained as it ought to have been. It was left from the 4th to the 13th in the charge of the contractor. On the 15th an inspector appointed by the company examined it, and called on the contractor to put it to rights, but he left again on the 18th ultimo, recommending a part which appeared to him defective to the particular care of the contractor's timekeeper.

The platelayers left the work on Saturday afternoon in an incomplete state, without taking any precaution to warn drivers of trains that might be travelling over it.

The Great Eastern Railway Company allow 12 and 13 minutes for the trains to run between Welnetham and Bury, which are 4½ miles apart; the time, considering what is lost in stopping, may be considered as giving a speed of 25 miles per hour.

The driver, who was behind his time, made it 35 miles per hour, on a road which the inspecting officer recommended to be worked at "very moderate speed" and which appears to have had an insufficient staff to maintain it. The result is an accident of an alarming nature, fortunately without any serious consequences.

I have, &c.

*The Secretary
Board of Trade
Railway Department.*

F. H. RICH,
Capt. R.E.

GREAT EASTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 8th November 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Eastern Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the fatal accident to the driver and fireman of a pilot engine, from the engine getting off the rails when near Darsham Station, on the East Suffolk branch on the Great Eastern Railway, on the 26th September last.

My Lords trust that the recommendations of Captain Rich for adopting a better mode of fastening the rails on certain portions of their railway will receive the careful consideration of the Directors.

I have, &c.

*The Secretary of the
Great Eastern Railway
Company.*

W. D. FANE.

*Board of Trade
(Railway Department),
Whitehall, 31st October 1855*

SIR,

IN compliance with the instructions contained in your Minute of the 4th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances, which attended the accident that occurred on the 26th ultimo near

Darsham Station, on the East Suffolk branch of the Great Eastern Railway, when the driver and fireman of a pilot engine, received such injuries that they died some days afterwards.

The engine in question (No. 70) left Ipswich at 1.20 p.m. on the 26th ultimo, to return to Beccles. It had brought up a fish train on the evening previous, but was returning without a train.

The regulations of the Great Eastern Railway direct, that engines without a train shall not travel at a greater speed than 25 miles per hour.

According to the evidence of the signalmen and station master at Darsham, it appears that No. 70 engine, after stopping at Woodbridge 5 minutes, left that station at 1.45 p.m.; that it left Wickham Market Station at 2.20 p.m., having stopped there 10 minutes; that it left Saxmundham at 2.25 p.m., having stayed there 5 minutes, and passed Darsham without stopping at 2.28 p.m. There is no doubt, from the evidence of other witnesses, that the time given by the station master at Darsham is somewhat incorrect; and there is also a mistake in the time either at Wickham Market or Saxmundham. It appears certain that the driver stopped at Woodbridge and Wickham Market, where the signals were all right for him to pass, and where he had no business to stop. The signalman at the latter station states, that both driver and fireman went to the public house close by.

They were men of good character, and there is no evidence or reason to suppose that they were not perfectly sober; but it is probable that the driver would try to make up the time lost at the stations where he was not supposed to stop; and I believe,

from the state of the rails after the accident, as well as the distance traversed by the engine after she left the rails, that the speed at the time of the accident must have been considerably more than 25 miles per hour.

No. 70 is a tender engine. Her leading wheels are 3 feet 6 inches diameter, and carry 6 tons 10 cwt.; her driving and trailing wheels, which are coupled together, are 6 feet diameter, and carry 9 tons and 9 tons 1 cwt. and 3 qrs. respectively.

The distance between centres of leading and driving wheels is 5 feet 5 inches, and between driving and trailing wheels 6 feet 3 inches; her length over all is 20 feet 8 inches.

The cylinders are 15 inches, and the stroke 22 inches. It was built by Robert Stephenson and Co., and delivered to the Great Eastern Railway Company (then called Eastern Counties) on the 26th August 1846. In June 1859 it was rebuilt, with new barrel of boiler, new copper firebox, brass tubes, &c. It had run 279,170 miles up to that date, and from June 1859 to the day of the accident it had run 170,759 miles more.

It was a passenger engine till three months before the accident, when it was sent into the shops in consequence of the tubes leaking. After that it became a pilot engine, but continued to work one branch passenger train daily.

From its short wheel base, it would be liable to oscillate, when running at speed over a road that was not perfectly smooth, and from the light weight on the leading wheels, it would be apt to mount the rails if much oscillation took place. The station master at Darsham states, that on the 26th ultimo No. 70 engine passed that station at a speed of 25 to 26 miles per hour.

From Darsham the line rises on a gradient of 1 in 85 for about a mile. It then falls for about three quarters of a mile on the same gradient.

Just before reaching the bottom of this incline, the engine and tender left the rails on the off side of the down line. They travelled for about 70 or 80 yards on the ballast, bending several rails, breaking the chairs and trenails, and totally destroying the down road. The engine then swerved across the 6 foot on to the up road, which it also destroyed for about 30 yards, and then both fell over the bank, which is about 14 feet high at this place.

The engine lay on its side, with its axles almost perpendicular to the slope of the bank, and the smoke box and funnel rested on the top of a culvert. The tender was turned bottom upwards, close behind the engine. The unfortunate driver and fireman were partly held down by the engine screen and partly covered with

the coke, which was thrown over them as the engine and tender fell over. The fireman was soon got out, but the driver could not be got out for some time, and both were so dreadfully scalded by the steam from the pipe of one of the safety valves that was broken in the fall, that the driver died on the 30th ultimo and the fireman on the 9th instant. After the accident the wheels of the engine were found true to gauge, and one spring appeared to have a broken plate, till the engine was examined in the works, when four plates of the off-leading and four of the near trailing springs were found broken. Some of them were no doubt broken by the accident, but I am inclined to think that some were broken before. As the engine was left lying on the bank for some time after the accident, the fractures had all become rusty, and it is difficult to decide which were broken before and which were broken by the accident.

The permanent way consisted of a double headed rail weighing 70 lbs. per yard, fished and fixed with wooden keys in chairs. The intermediate chairs weigh 22 lbs. and the joint chairs 33 lbs. each. The chairs were fastened with trenails to transverse sleepers laid 3 feet apart.

The road had been more or less damaged by floods a short time before the accident, and ballast was being added where required.

A platelayer who was working on the 30th ultimo, at a place about 100 yards above where the engine left the rails, stated that the road was a little out of order.

The driver of No. 70, before dying, informed the doctor who attended him, that he was travelling at a speed of 25 to 30 miles an hour at the time of the accident, and he added, that he had been an hour coming from Ipswich.

If the latter statement, which coincides with the time given by the station master at Darsham, can be relied on, it would give a speed of about 37 miles per hour deducting the time lost in the three stoppages.

I consider that this unfortunate accident was caused by incautious driving over a road somewhat irregular from the floods which had covered it a short time pre- and that the trenail fastenings gave way as soon as the engine began to oscillate.

I would urge the desirability of the Great Eastern Railway Company adopting some more secure mode of fastening on all portions of their system where trenail fastenings (which are now generally admitted to be dangerous) still exist.

I have, &c.

F. H. RICH,
Capt. R.E.

*The Secretary of the
Board of Trade.*

GREAT EASTERN RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 23rd November 1865.*

I AM directed by the Lords of the Committee of Privy Council of Trade to transmit to you, to be laid before the Directors of the Great Eastern Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision that occurred at the Western Junction at Stratford Station on the Great Eastern Railway on the 2nd instant.

My Lords trust that the Directors will give the recommendations contained in the inspecting officer's report their careful consideration.

I am, &c.

W. D. FANE.

*The Secretary of the
Great Eastern
Railway Company.*

SIR, *Dulwich, 16th November, 1865.*

IN compliance with the instructions contained in your minute of the 4th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended a collision between two passenger trains that occurred on the 2nd inst., near the Western Junction of the Stratford Station, on the Great Eastern Railway.

Twenty-four passengers have complained of contusions and of having been shaken, and one man's cheek-bone was broken.

There was a dense fog on the morning of the 2nd November, and consequently several trains were late in leaving Bishopsgate Station.

The Enfield train, which consisted of a tank engine, two vans, (one next the engine and the other at the tail of the train) four first-class, three second-class, and four third-class carriages, left Bishopsgate Station at 9.17 a.m., 14 minutes late. It travelled all right

as far as the distant-signal of the the Western Junction on the London side of Stratford Station.

The train was brought to a stand at the Western Junction distant-signal, as it exploded three fog signals which were placed on the rails to stop it, by a fog signal man stationed there for the purpose. The fog was so dense that the semaphore signals could not be seen except by a person close under them.

About 100 yards west of the Western Junction distant signal there is a telegraph station, called Bridge Box, with a signalman always stationed in it.

This man, having received the telegraph "line clear" from the signalman at the Western Junction, had given the "all right" signal to the Enfield train to pass his station, and though the train pulled up about three or four carriage lengths within his station, he could not see it, and was under the impression that it had passed on as he did not observe the three fog signals, which were exploded by it about 100 yards from his post.

Believing that the Enfield train had passed on to the Western Junction, and having a good deal to do with working his telegraph, as well as placing fog signals in accordance with the three semaphore arms at his post, he neglected to place more than one fog signal (which denoted all right) on the down line, when he received the telegraph, "line blocked" from the Western Junction.

The Norwich mail train, consisting of an engine and tender, a break van next to the engine tender, and one at the tail of the train, with a guard in each, and five composite carriages, which was due to leave Bishopsgate at 9.15 a.m., started eight minutes late. The driver got the "all right" signals at Devonshire Street, Old Ford, and Bow Station as he ran past, but, after leaving Bow, he fortunately slackened the speed of his train, to about seven miles an hour, and he arrived at the Bridge Box telegraph station at about that speed.

As he passed this box, his fireman observed the signal at danger, and the signalman was holding a red flag at the door, but before he had time to reverse his engine, he ran into the Enfield train, which was still standing close inside the Bridge Box Station.

No passengers in the Norwich train were injured and none of the vehicles were damaged. Several couplings of the Enfield train were unhooked and two were broken, but the only carriage injured was the van at the tail of the train; none of the vehicles in either train left the rails.

According to the printed instructions of the Great Eastern Railway Company it was the duty of the fog signal man stationed at the Western Junction distant signal, to have gone back 800 yards, and placed fog signals on the rails as soon as the Enfield train was stopped, but he considered that the train was protected by the Bridge Box telegraph signalman, close to whose box the tail of the train stood. The driver of the Enfield train wished to draw within the

signal, but the fog signal man would not let him, as the semaphore was at danger, and the fog was so dense that he could not see what was ahead.

It was also the duty of the guard in the rear van of the train, to have gone back at once with fog signals, and he ought certainly to have got as far as the Bridge Box Station, which was only three or four carriage lengths from his van.

It appears that the Enfield train had only stopped about two minutes, when it was run into. The guard in the front van was on his way to the rear to send the second guard back but had not reached him at the time of the collision. The second guard had only got about 20 yards from his van, when he heard the Norwich train whistling, and he had no time to take any means to prevent the collision.

The Cambridge line, from which the sidings to Stratford Yard branch, joins the Great Eastern Line to Colchester about 100 yards east of the Western Junction, which latter is the junction of the Woolwich lines. Both these junctions are worked on the locking principle, and the block system of telegraph is also in use.

The main line between the Western Junction and Stratford Station which is only about 200 yards long, is liable to be blocked by trains from Woolwich, Colchester, Cambridge, or Stratford Yard and Sheds.

It has been the custom for the Western Junction signalman to telegraph "line clear" to Bridge Box Station, when this interval is clear for trains from the west, even though the line be blocked close to the east of his box, by any of the above mentioned trains.

He used his distant-signal for protection in this latter case, but this distant-signal could not be seen by the man in the Bridge Box in a thick fog like that on the 2nd inst., and in any case the Bridge Box man's duties confined him to keep his post, and he could hardly have prevented the collision, even had he put down three fog signals as he should have done, instead of one.

I recommend that the distant signal at the London side of the Western Junction be moved close to the Bridge Box Station, and that in future the fog signal man stationed at it should be placed there as an assistant to the Bridge Box telegraph signalman, whose duties hardly admit of his attending personally to the fog signals.

It appears further desirable that the signalman at the Western Junction should work the telegraph in accordance with the signals, and not give "line clear", while he keeps his distant-signal at danger, thus giving the Bridge Box signalman contrary instructions, which would naturally cause him to take down his station signal, whilst the distant-signal close alongside would remain at danger.

I have &c.,

To the Secretary of the
Board of Trade,
Railway Department.

F. H. RICH,
Capt., R.E.

GREAT NORTHERN RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 14th August 1865.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, in order that the same may be laid before the directors of the Great Northern Railway, the enclosed copy of the Report made by Capt. Rich, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred on the 15th July last, near Peterboro', between a mixed goods and passenger train and a run-away engine.

The Secretary of the
Great Northern
Railway Company.

I am, &c.
W. D. FANE.

Board of Trade
(Railway Department),
Whitehall, 12th August 1865.

SIR,

In compliance with your instructions of the 28th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 15th July 1865, near Peterborough station, on the Great Northern Railway, where a goods train with two passenger carriages attached was overtaken and struck by a run-away engine.

About two miles to the north of Peterborough station there are large engine sheds and numerous sidings. This engine depot is called New England.

The connection between the numerous sidings at New England, and the main lines of the Great

Northern Railway, is formed by one line of rails communicating with the main up line to the south of New England, and one line of rails communicating with the main down line to the north of New England station, so that the points on the main lines are falling points in both cases.

These single lines of rails, which form the only communication between the New England sidings and the main lines, are further guarded by blind sidings, which run parallel to the main lines, and the points are always kept open for the blind sidings, so that no engine can get on to the main lines, unless allowed to enter by the signalman stationed at the points.

These single lines of rails which communicate with the sidings, join each other to the east of New England station, so that they form a triangle in connection with the main line, and thus enable engine drivers to turn their engines in the direction they wish to proceed, without using a turntable.

The arrangement is very good, and should have prevented such an accident as the one that occurred on the 15th ultimo, but the pointsman who was stationed at the south junction on that day was taken by surprise, lost his presence of mind, and directed the inspector at New England (who was standing at the points, waiting for an engine which he had ordered) to let the run-away engine on to the main line, which he unfortunately did.

The view from the signalman's box at the south end of New England yard, is confined by the boundary hedge of the railway, which has grown so high that the signalman cannot see from his box, whether the engines approaching him come from the sheds or from the line, which forms a side of the triangle round the yard.

Engine drivers wanting to pass on to the main line give three whistles, and if the signalman intends to let them pass, he lowers his signal and shifts the points to let them out. If he does not intend to let them pass, he allows the signal to remain on and leaves the points in their ordinary position, which leads to the blind siding.

Richard Tucker, the signalman on duty at New England south station on the 15th ultimo, was sent from King's Cross, London, on the 11th July, as the New England signalman was sick.

Tucker was an experienced man, whose office is to take the place of signalmen when any of them are sick. He had been signalman at New England about three years ago, and was perfectly acquainted with the station.

About 2.30 P.M. on the 15th ultimo, he heard three whistles from an engine in the New England yard. He left his box to lower the signal and let her out, but no engine appeared; so he put up the signal again and returned to his box. At 2.50 P.M. he again heard three whistles, from an engine at the coke stage, and he left his box, but returned without moving the points or lowering the signal.

As he returned to his box, the inspector and foreman of porters at New England, who were waiting for a goods engine which they had ordered, came to his post, and while Tucker was engaged with his telegraph instrument, the inspector called to him "What is this coming?"

He ran out and saw an engine within about 80 yards of his post, coming towards him at the rate of 20 miles an hour.

The inspector, who was expecting the goods engine that was ordered for him, and who heard three whistles from an engine at the coke shed, was standing at the lever handle of the points, prepared to let the engine out, and go on it to Peterborough. On perceiving No. 352 engine approaching at great speed with full steam on, and passing the signal that was up, he felt that there was something wrong, and imagined that one of the cleaners was bringing the

engine out, and that the regulator had got fast. He called to the signalman, "For God's sake, there is something wrong, where shall we turn it?" The signalman, seeing that it was a Peterborough engine, replied "Main line" or "Let her out," upon which he turned the points for the main line, instead of letting the engine go into the siding.

Owing to the hedge intercepting the view, the engine came suddenly on the men at the signal box, who, taken by surprise, became confused and let the engine on to the main up line, instead of turning it into the siding. It passed through Peterborough station at a speed of about 25 miles per hour.

A goods train, consisting of an engine and tender, 32 waggons, two break vans, and two passenger carriages attached to the tail of the train, behind the last break van, had left Peterborough station, on the up line, about four minutes before the run-away engine had passed through.

This train, which only carried passengers on market days, was run into by the run-away engine about $1\frac{3}{4}$ miles south of Peterborough.

About 20 to 27 passengers are reported to have received cuts and bruises more or less severe.

The end and bottom of the last passenger carriage were injured, and the buffer face and lead lamp of the run-away engine were broken. It was locked into the last passenger carriage attached to the goods train.

The driver of the goods train, who states that he was travelling about 20 miles per hour, felt a slight concussion and a jerk forward. On looking back he saw the passengers signalling to him, and he pulled up his train as soon as he could.

The inspector at New England had telegraphed to Peterborough as soon as the run-away engine passed him, and an engine and train which was standing in a siding at Peterborough was started in pursuit of the run-away engine a few minutes after it passed through the station. It came up opportunely, to take away the injured passengers.

The cause of the run-away appears to have been, that the fire lighter at New England, who is responsible that the tender breaks are hard on, that the regulator is shut, and that the engine is out of gear, before lighting the fire, neglected, by his own admission, to put No. 352 out of gear when he lighted the fire. He left the engine in forward gear, but states that the breaks were on and the regulator shut.

The washer out and the engine cleaner were also engaged on No. 352 on the day in question. The former admitted that he sometimes opened the regulator to allow the engines to fill more quickly with water, but denied doing so to No. 352 on the 15th ultimo.

There is no doubt that when No. 352 ran out of the engine shed, the breaks were not properly on, the regulator was open, and the engine was in forward gear.

There appears to be no reason to suppose that the engine was maliciously interfered with. The neglect lies, therefore, with these three men, all of whom had been dismissed from the Company's service, and did not attend to give me their evidence; but I was furnished with the statements which they made to the Company's officers.

It is desirable, that the hedge between the south signal box and the engine sheds at New England should be removed, and that the signal box should be raised 6 or 8 feet above the level of the ground. The Great Northern Railway Company had already ordered these works to be done when I visited the place.

I have, &c.

*The Secretary
Railway Department,
Board of Trade.*

F. H. RICH,
Capt. R.E.

GREAT NORTHERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 4th October 1865.*

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Northern Railway Company [Midland Railway Company], the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 30th August last, at the Colney Hatch station of the Great Northern Railway, between an excursion train of the Midland Railway Company and a coal train of the Great Northern Railway Company.

My Lords trust that the report will receive the careful consideration of the Directors.

The Secretary of the

Great Northern

Railway Company.

The Secretary of the

Midland Railway Company.

I am, &c.,

W. D. FANE.

*Sandown, Isle of Wight,
28th September 1865.*

Sir,

I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 2nd, the result of my inquiry into the circumstances which attended the collision that occurred on the 30th ultimo, at Colney Hatch station on the Great Northern Railway, between a Midland excursion train, and a coal train belonging to the Great Northern Railway Company.

A large number of passengers are stated to have received injuries more or less severe, and claims for compensation from 250 have been sent in, and it is feared that seven or eight passengers are somewhat seriously hurt.*

By agreement between the two Railway Companies the Midland Railway Company runs trains over the Great Northern Railway between Hitchin and King's Cross, a distance of 32 miles, and over this portion of the Great Northern Railway the traffic is worked with the assistance of the electric telegraph.

In 1856 the traffic was commenced to be worked on what is generally known as the block system, by which no two trains are permitted to be on the same line between two telegraph stations at one and the same time, and in the length between King's Cross and Hitchin there were 19 telegraph stations with telegraphic instruments at each to enable the progress of the various trains to be regularly signalled and the system carried out.

In 1860 this system was altered, and another substituted for it, and I enclose a copy of the "Instructions for signalling trains by the electric telegraph" now in use on the Great Northern Railway. They are not very intelligible, but, as far as I can make out from these instructions, the block system is entirely given up, and a following train may be allowed to proceed past a telegraph station when the preceding train has not reached the signal station in advance, or even when the signal "line blocked at that station" has been received; but the signalman must, in that case, caution the driver by word of mouth that a "train is ahead," or that the "line is blocked at the next station. And the drivers are also therein "prohibited from running at a higher speed than 15 miles an hour, on receiving a caution signal at one station, and until they receive an "all right" signal at another station." But I am told that the practice is to maintain the block system between telegraph stations where tunnels intervene; but it is certainly not expressed in these instructions.

* One has died subsequently to the date of this report of the injuries then received.

GREAT NORTHERN RAILWAY.

INSTRUCTIONS FOR SIGNALLING TRAINS
BY THE
ELECTRIC TELEGRAPH.

To ring the Bell, it is necessary to move the left-hand needle once in either direction.

Ring the Bell to call the attention of the Signalman at the next Station, who must also ring the Bell in return to show he is in attendance.

Then stand on the Box containing the Spring, and Telegraph in the following manner:—

No. 1.—PASSENGER TRAIN IN.—Point the left-hand needle at the word "In," printed on the instrument.

No. 2.—PASSENGER TRAIN OUT.—Point the left-hand needle at the word "Out."

No. 3.—GOODS, CATTLE, MINERAL, BALLAST TRAIN OR EMPTY ENGINE IN.—Point the right-hand needle at the word "In."

No. 4.—GOODS, CATTLE, MINERAL, BALLAST TRAIN, OR EMPTY ENGINE OUT.—Point the right-hand needle at the word "Out."

No. 5.—PASSENGER TRAIN BE READY.—Point the left-hand needle twice at the words "Be ready."

No. 6.—GOODS, CATTLE, MINERAL, BALLAST TRAIN OR EMPTY ENGINE BE READY.—Point the right-hand needle twice at the words "Be ready."

No. 7.—LINE BLOCKED AT MY STATION.—Point both needles at those words.

No. 8.—LINE CLEAR AT MY STATION.—Point both needles at those words.

No. 9.—TRAIN WAITING.—Point the left-hand needle once to the left and once to the right, forming the letter D.

No. 10.—IS A TRAIN WAITING?—Point the right-hand needle once to the left and once to the right, forming the letter M.

No. 11.—NOT UNDERSTAND.—Point the left-hand needle twice at those words.

No. 12.—No.—Point the right-hand needle four times to the left.

No. 13.—TRAIN NOT OUT.—Point the right-hand needle twice at those words.

In telegraphing the above signals, the needles must always be kept pointing for one-third of a minute.

None of the signals must be considered as understood until repeated by the signalman to whom they have been sent; and if they should be repeated incorrectly, the signalman who first sent the signal must immediately shake both needles several times backwards and forwards, and again give the signal, and until it is repeated correctly.

If either signalman receive a signal which he is not sure that he understands, he must give the signal No. 11 (Not Understand), in order that the signal may be repeated more distinctly.

Between WOODGREEN STATION and POTTERS' BAR STATION.

Between WELWYN STATION and KNEWORTH SIGNAL BOX.

Between STOKES TUNNEL SIGNAL BOX and GREAT PONTON STATION.

Between PEASCLIFFE TUNNEL SIGNAL BOX and BARKSTONE JUNCTION.

Being Stations where Tunnels intervene.

THE FOLLOWING REGULATIONS ARE RIGIDLY TO BE ADHERED TO

On and after Monday, 4th April, beginning at 12 o'clock mid-day.

1. The signalman must be on the look out for all trains, and as soon as a Passenger Train is in sight, if the line is clear, he will go to his signal, and when the engine has passed, he will show the Danger signal at the station and at the distant signal must along the line on which the train has passed; then immediately return to his instrument, and call the attention of the signalman at the station towards which the train has gone, by ringing his bell; and when this has been acknowledged, by the bell being rung in return, he will stand on the box containing the spring, and telegraph No. 1 (Passenger Train in), until he receives a repetition of the same signal from the signalman at the station to which he is telegraphing; he will remain at the instrument until his bell is rung, and he receives the signal No. 2 (Passenger Train out), which having repeated, he will then, *and not before*, lower the "Danger" signals, and show "All Right" along that line.

2. Goods, Cattle, Mineral, Ballast Trains, and Empty Engines must be telegraphed in the same manner with the right-hand needle, and the same signals shown after their passing.

3. The signals No. 2 (Passenger Train out), No. 4 (Goods, &c. out), must not be given until the train has passed the station, nor until a train that is stopping has again gone forward, except in case where one train is about to shunt for another to pass, when the signals Nos. (2 or 4) as the case may be, "Train out" and (No. 7) Line blocked at my station" must be given to the station from whence a train about to shunt has arrived, and as soon as it has stopped at the station, in order that a following train that may be waiting may come on at "Caution," as directed in clause 6, instead of waiting until the preceding train has shunted clear of the Main Line.

4. When three stations are in communication by this system of telegraphing, a signalman after receiving a signal from a station on one side of him that a train is "In," must at once call the attention of the signalman at the station on the other side of him, and give the signal No. 5 (Passenger Train be ready), or No. 6 (Goods, &c. be ready), as the case may be, that the station receiving such a message may be prepared for the arrival of the train.

5. When a signalman receives the signal No. 5 (Passenger train be ready), and a stopping Passenger Train, or a Goods, Mineral, or other slow train is at or approaching the station, the clerk in charge must at once be informed, in order that he may exercise his discretion as to shunting for the following train so signalled.

6. If it be necessary to obstruct the Main Line by moving a horse-box, truck, or other vehicle on to it (which must never be done after the receipt of the signals Nos. 1 and 3), the signals at the station and distant must first show danger, and the signal No. 7 (Line blocked at my station) must previously have been sent by the signalman to the next station when the train is about to approach, and will then show the Danger Signals, and allow no approaching train to pass from his station until the signal No. 8 (Line clear at my station) has been received, without having first shown a "stop" signal at the distant signal post and a "caution" signal at the station signal post, as directed below in clause 11. The signal No. 8 (Line clear at my station) must not be given until the obstruction, of whatever nature it may be, has been entirely removed.

7. If both Lines are obstructed the signal No. 7 (Line blocked at my station) must be sent to the stations on both sides.

8. If a train be waiting, and the signalman suppose the fact to be unknown at the other station, he can indicate it by giving the signal No. 9 (Train waiting), the answer to which will be signal No. 2 (Passenger Train out), No. 4 (Goods, &c. out), or No. 13 (Train not out), as the case may be.

9. Should a signalman want to ask if a train is waiting, he will give the signal No. 10 (Is a train waiting?), the answer to which will be signal No. 9 (train waiting), or signal No. 12 (No.).

10. All trains that have to wait for a signal must stand with the last vehicle clear of both signal masts, so as to be protected by them from any train or engine following; and on no account must any train or engine be allowed to proceed without the signalman on duty rings the starting-bell; but if an Up and a Down Train are in the station at the same time, the signalman must leave his box, and tell the guard of the train that should proceed that he may go on.

Between HOLLOWAY SIGNAL BOX and WOODGREEN STATION.

Between POTTERS' BAR STATION and WELWYN STATION.

Between KNEWORTH SIGNAL BOX and HITCHIN STATION.

Between STROKE TUNNEL SIGNAL BOX and ESSENDINE STATION

(Up Line only).—

Being Stations where Tunnels do not intervene.

The above Regulations are also rigidly to be adhered to, with the following exceptions only:—

11. In the event of a train or engine approaching a station before the preceding train has been telegraphed "Out," or when the signal No. 7 (Line blocked at my station) has been received, the signalman must keep his "Danger" signal shown, and the approaching train having pulled up at and passed within the distant signal, the station signal must immediately be placed at "Caution," and the train allowed to proceed. The signalman, in the event of the approaching train being timed to stop at his station, will not, however, stop it at his distant signal, but if the lines be clear into the station, will allow the train to enter, giving the driver a caution signal at his station semaphore. And if it is required to proceed before the signals No. 2 (Passenger Train out), No. 4 (Goods, &c.) out, and No. 8 (Line clear at my station), have been received, he must caution the driver by word of mouth that a "Train is ahead," or that the "Line is blocked at the next station."

Down Trains between Essendine and Stoke Tunnel will not be telegraphed on the Short "Circuit System," but on the Through Circuit, as per circular dated 4th April, 1864; and Down Trains must be signalled to stop, or allowed to pass on, in accordance with Rule 18, page 11, and Rule 22, page 13, of the General Regulations.

12. Drivers after receiving a caution signal at one station, are prohibited from running at a higher speed than 15 miles an hour until they receive an "All right" signal at another station, and they are to be reported by the signalman for any excess of speed.

13. Should it happen (through any accident to the wires, instruments, or other apparatus) that only one needle will move, the signalman must give the signals Nos. 1, 2, 3, 4, 5, and 8 on that needle, and the signals No. 7 (Line blocked at my station), and No. 8 (Line clear at my station), by pointing the needle four times distinctly to those words on the instrument, and Signal No. 9 (Train waiting) by pointing the needle once to the left and once to the right, forming the letters D or M, and Signal No. 13 (Train not out, by moving the needle six times to the left. These signals must be repeated in the same manner by the signalman receiving them.

14. Any defect in the instrument, bell, or apparatus must immediately be reported to the clerk in charge, who will at once communicate with the Telegraph Inspector at King's Cross or Grantham, as the case may be, and telegraph Mr. Matthews, at Peterboro', to whom a letter containing particulars must be sent by first train.

15. No unauthorized person must be allowed to enter the Telegraph Office.

16. Any infringement of these rules will subject the offending party to instant dismissal.

Assistant Manager's Office,
King's Cross, 4th April, 1864.

WALTER LEITH,
Assistant Manager.

The ordinary rule, to be found in the regulations of most railway companies, which prescribes an interval of five minutes between following trains, does not appear to be in force on this portion of the Great Northern Railway, and hence there is nothing to prevent one train from following another (at all events where no tunnel intervenes) without any delay, but the driver of the following train must, in that case, according to the regulations, be cautioned by the signalman.

On the evening of the 30th ultimo, a Great Northern up coal train stopped at the Colney Hatch Station, $6\frac{1}{2}$ miles from King's Cross, at 7 h. 23 m. P.M. for the purpose of putting off a truck at that station, not for shunting the train, and the truck had been put off, and the train was in the act of starting again, when either a draw bar or the cotter of a draw bar of one of the waggons, broke, and it then became necessary to shunt that waggon into the siding lying east of the up line.

At 7 h. 27 m. the signalman at Colney Hatch received the telegraphic signal "Be ready," from Barnet, $2\frac{3}{4}$ miles from Colney Hatch, which meant that an up train was then approaching Barnet Station from the north, and this was almost immediately followed by the signal from Barnet "Train waiting;" and the Colney Hatch signalman states, that as the draw bar had then broken, he replied to these signals, "Train out" and "Line blocked," which meant that the coal train had reached Colney Hatch, and that the line at that station was then blocked.

Now, as I read the 11th rule of the "Instructions," the duty of the signalman at Barnet Station, on receiving those telegraphic signals, was to have kept his "danger" signal shown, and the approaching

"train having pulled up and passed within the distant signal, the station signal must immediately be placed at 'caution,' and the train allowed to proceed." He should also caution the driver by word of mouth that the "line is blocked at the next station."

I should now state that the up line at Colney Hatch is protected by a station and distant signal, the latter being about 670 yards north of the station, which distance is not sufficient and should be increased. The distant signal, when the weather is clear and the tunnel is free of steam or smoke, can, as the line is straight, be seen through that tunnel, which commences about 1,380 yards north of the distant signal. The line falls for many miles 1 in 200 from near Potters' Bar towards King's Cross.

As soon as the coal train reached Colney Hatch Station, the signalman placed the up station and up distant signals at danger, and they were not taken off before the collision actually took place, and there is no question whatever respecting these signals.

The signalman at Colney Hatch received the signal "Train in" from the signalman at Barnet, at 7 h. 28 m. P.M., and shortly afterwards he saw the Midland train, before it entered the tunnel, and judged that it was approaching very fast, and he thought the driver of the train would not be able to stop, and in consequence he called out to the driver of the coal train to get back into the siding as quick as possible, but the coal train engine was not quite clear of the up line when the coal waggons and break van, which had been left standing on the main line when the draw bar or cotter broke, were pushed forward by the Midland excursion train, which had come up, and run into the rear of the coal train and the coal waggons came in contact with the Great Northern engine of the coal train, thus causing a second collision.

The train which ran into the coal train was a Midland return excursion train, which left Derby for Kings Cross at 3 h. 15 m. P.M. It consisted of engine and tender, 19 carriages, and three break vans, with three guards; and the driver states that when he got in sight of the Barnet up distant signal it showed an "all right" light, while the station signal exhibited a caution signal, and his statement is fully confirmed by the fireman and second guard of the train; he saw the Barnet signalman outside his box, standing with three or four other men, and he states that the signalman did not speak to him, nor give him any signal of any kind. Neither the fireman nor any of the guards saw the Barnet signalman, and there is, moreover, a dispute as to the signal which was exhibited at the Barnet distant signal. The signalman maintains that it was at danger. The driver further states that when he had got a quarter or half a mile past Barnet Station he shut off the steam because he had been shown a green light at Barnet Station signal, and that he might be travelling from 45 to 50 miles an hour before he shut off the steam; that when he had passed the tunnel 200 or 300 yards, the Colney Hatch distant signal became visible at "danger," at which time he thinks he was travelling at from 30 to 35 miles an hour; he says he told the fireman to apply the break on the tender, and he blew the whistle for the signal to be taken off, and then blew it for the guards breaks, and as soon as he saw the tail lights on the break van at the end of the coal train, he reversed his engine, when he was 300 or 400 yards north of the distant signal.

The break van of the coal train, with 11 waggons in front of it, stood after the draw bar or cotter had broken 409 yards south of the distant signal, and the driver says he cannot make out how it was that he did not stop the train, but that there was a kind of mist like a cloud just above the metals, which would make them slippery, and he thinks he was running 10 miles an hour when he ran into the other train.

The fireman states that the driver reversed his engine 50 or 100 yards before reaching the distant signal, and the head guard did not hear the driver

whistle for the breaks until they had passed the distant signal. The second and under guards are not certain whether they had passed the distant signal when the whistle for the breaks was sounded. But all agree in saying that the speed began to slacken after they came out of the tunnel.

The true explanation why the driver could not stop is to be found in the fact that he probably under estimated the speed at which he was running down the incline of 1 in 200, and did not soon enough take steps to reduce that speed, but endeavoured instead to whistle off the danger signal, for which he was much to blame, and that he had a heavy train of 22 vehicles behind the engine with only three breaks. I think he also under estimated the speed at which he was running when the engine ran into the coal train. The head guard thinks it was from 12 to 15 miles an hour. The effect of the collision was to drive the body of the break van of the coal train on to the second coal waggon damaging the end of it, and the first coal waggon was broken to pieces, and one pair of wheels got under the tender, one pair under the engine, and two pairs under the smoke box of the engine. The buffer plank, buffers, and right hand feed pipe of the engine were broken, the foot plate bent up, and the life guards and draw bar of the tender were bent. The driver was thrown on his back on the coals in the tender, and the engine was thrown off the line.

The 11 coal waggons and break van were forced ahead some 220 yards until they came in contact with the engine of the coal train, and bent the side rods of the engine and tender and broke the steps, and four of the coal waggons were thrown off the line. The carriages of the excursion train were but little damaged.

The facts which were elicited when making this inquiry are not very reassuring as regards the precautions adopted by these two important railway companies, to ensure the public safe travelling on the Great Northern Railway, and these facts may be classed under two heads:—Firstly, as to the system of working the traffic on the Great Northern Railway, and secondly as to the means by which this system is carried out.

With regard to the system of working the traffic between London and Hitchin by means of the electric telegraph, it appears that according to the Instructions trains may follow each other without any interval of time or of space being preserved between them, but if the regulations are obeyed, the driver of a following train must be "cautioned by the signalman by word of mouth" that there is a "train ahead" or that "the line is blocked at the next station," and the engine driver is prohibited from travelling at a higher speed than 15 miles an hour after receiving a caution signal. It will have been seen in this instance that the Great Northern regulations were not obeyed by their own signalman at Barnet as to "keeping the danger signals shown," and as to the Midland driver being cautioned by "word of mouth;" but on the other hand, the signalman maintains that both signals were at danger until the train passed the distant signal, and that he could not caution a driver who passed by at the rate of 50 miles an hour. The station master and signalman at Barnet agree in stating that the driver was shown a caution signal by the signalman by means of a hand lamp, but the driver distinctly states that he received no signal from a hand lamp. If the present *practice* of working by telegraph is to be maintained, it will be desirable that the present instructions should be altogether revised, and explicit and intelligible ones issued in lieu of them, so that the *regulations* and the *practice* may agree. The safety of the public now entirely depends on the discretion of the engine drivers, and on their keeping their trains under control, and not travelling above 15 miles an hour when they have been shown a caution signal. I should, however, hope that the Great Northern Railway Company will modify their present system of working, and reintroduce the

thorough block system. The traffic between Barnet and Southgate at the time of this collision amounted to 78 up and 85 down trains, of which about one-half consisted of passenger trains, and there can be no question that on the falling inclines these trains are worked at high speed. I understand the block system was given up in 1860 owing to the fact of trains being continually delayed, and that was a necessary result of the telegraph stations being too far apart, a defect that is easily remedied.

As regards the means by which this system is carried out by the Midland Railway Company, it appears that the Great Northern Railway Company issue working time tables for every month, and transmit a number of the copies of these time tables to the superintendent of the Midland Railway for the use of the engine drivers, &c., and he sends some of them on to the Midland locomotive superintendent for distribution to the engine drivers.

These time tables contain on the last page a "Notice to guards and engine drivers" to the effect that between certain stations "drivers receiving a caution signal at a station semaphore are immediately to reduce their speed to not exceeding 15 miles an hour, and they are not again to increase that speed until they have received an all-right signal at another station semaphore.

"The caution signal will denote that a train is not far ahead, or that the line is obstructed at the next station."

Circulars to the same effect were also sent.

Now the driver of the Midland excursion train stated that he did not drive regularly to London and back, but for the last seven years he had been employed in occasionally taking up and bringing back excursion trains from London; that he had no copy of the Great Northern book of regulations, nor of their working time tables above referred to. He said that he had read a written order in the time office at Derby, dated 1862, and, as he read that order, he thought it said that as they went by a station they were to be cautioned if there was any obstruction between that station and the next station ahead; that he thought there was a regulation that the speed was not to exceed 15 or 25 miles an hour, he could not state which; that he was never allowed between Hitchin and London to pass a station without being actually stopped and told that there was some one shunting at the next station: that many times this year he had been actually stopped by the danger signals and told to go on with caution; and, he adds that he had been driving nine years and had never so much as broken a pair of buffers before.

I have no means of clearing up the discrepancy between the statements of the Barnet signalman and the driver and others with the Midland excursion train. As to the Barnet distant signal being at danger or not, the bulk of the testimony is against the signalman, and it is not very likely that a man who has never got into trouble should pass a distant signal at danger, the station signal being also at danger, at the rate of 50 miles an hour. It is, however, possible that he could see the station signal at "caution" before he reached the distant signal, and he says that he did do so, and that he would keep up his speed in consequence; and this undoubtedly points out an objectionable feature in the *practice* adopted on the Great Northern Railway. If a train is to be pulled up so that the driver may be cautioned by "word of mouth," the danger signals should be shown against the train until the driver has pulled up, and not taken off as soon as the train comes in sight, nor even as soon as it has passed the distant signal.

I consider that more blame attaches to the Midland authorities as regards this collision than to any other parties, and as it is not the only case of the kind that has come to my notice, it is necessary to advert to it. Drivers that are sent on foreign lines should in all cases be furnished with the regulations that should govern their mode of driving on these lines; and if the locomotive superintendent is too much occupied

with other duties to attend to this very essential duty, it should be transferred to the officer responsible for conducting the traffic.

Again, there were only three breaks attached to this train, which was made up at one station, which travelled to the north and returned without having been taken apart. Now if this train had been fitted

up with continuous breaks, I feel confident, that notwithstanding the mismanagement to which I have directed attention, there would have been no collision.

I have, &c.

W. YOLLAND,
Colouel.

*The Secretary of the
Railway Department,
Board of Trade.*

GREAT SOUTHERN AND WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 5th January 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Southern and Western Railway Company, the enclosed copy of the report made by Capt. Rich, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred on the 4th September last, to Humphrey Leary, a porter, whilst shunting cattle trucks at the Charleville station of the Great Southern and Western Railway.

My Lords direct me to express their hope that the Directors will see fit to adopt the method proposed by Capt. Rich for shunting cattle trucks at the Charleville station.

I am, &c.

*The Secretary of the
Great Southern and Western
(of Ireland)
Railway Company, Dublin.*

*Board of Trade
(Railway Department),
Whitehall, 5th January 1866.*

SIR,

WITH reference to my letter to you of the 25th September last, on the subject of the accident which occurred to Humphrey Leary, a porter, whilst shunting cattle trucks on the 4th of that month, at the Charleville station of the Great Southern and Western Railway, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Lord Lieutenant of Ireland, the enclosed copy of the report made by Capt. Rich, R.E., the officer appointed by their Lordships to inquire into the circumstances connected therewith, together with a copy of a letter which their Lordships have caused to be addressed to the railway company with respect to the accident in question.

I am, &c.

*Sir Thomas Larcom, K.C.B.,
Secretary to the
Lord Lieutenant, Dublin.*

*Board of Trade
(Railway Department),
Whitehall, 28th December 1865.*

SIR,

IN compliance with your minute of the 25th September, 1865, directing me (the first time that railway business took me to Ireland), to inquire into an accident which was brought to the notice of the Board of Trade by the Lord Lieutenant of Ireland, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances, connected with the said accident, which occurred on the 4th September 1865 at Charleville station on the Great Southern and Western Railway when one of the porters of the Railway Company received such injuries, that he died five days afterwards.

A train, consisting of an engine and tender, 17 waggons (the greater portion of which were filled with cattle), and two guards' vans, left Limerick for Cork at 5.45 p.m. It reached Charleville (near which station the Limerick and Cork Direct Railway forms a junction with the Great Southern and Western Railway) about 8 p.m. The Limerick and Cork Direct Railway is worked by the Great Southern and Western Railway Company.

Charleville station and goods sidings are on an incline of 1 in 227; as it is a junction station, some shunting had to be done on the evening in question.

The two guards of the goods train and the foreman of porters were engaged with Humphrey Leary in doing this shunting. Leary was the shunter, whose duty it was to unhook and hook up the waggons that had to be shunted.

Fourteen or fifteen cattle waggons were attached to the engine and tender during the whole of the shunting. This can hardly benefit the cattle, and certainly renders the operation of shunting more dangerous to the shunter, particularly on an incline like that at Charleville, as the extension and drawing in of the couplings, of so many waggons, makes it more difficult for the driver and shunter to calculate their distance.

This mode of shunting is practised by the Great Southern and Western Railway Company in order to keep their trucks better sorted and ready to be dropped in their respective places, on the arrival of the train at Cork; but I think, that when the wear and tear of the waggons, &c., is considered, as well as the danger to the men employed, that the company would find it advantageous, to arrange the Charleville station, so that the cattle trucks, &c., might be placed in a siding, while the shunting is done by the engine.

On the evening of the 4th Sept. Humphrey Leary had made several shunts. In obedience to a signal given by him with his hand lamp to the driver, the engine and tender, with the cattle trucks, were moved back for the fourth time, for the purpose of loosening the couplings, and enabling Leary, to unhook some waggons he wished to shunt. Three or four minutes after the engine was put back, one of the guards, who was at the points adjacent, heard Leary call out, "Oh my leg." Both guards ran up to him, and found him lying outside the rails, near the slope of the bank, with his right leg and arm smashed, from having been run over by part of the train.

As Leary had not unhooked the trucks, I am of opinion that the driver must have pushed back quicker than he expected, and that he must have been run over in attempting to get in between the waggons, to unhook them.

Whether he was hurt in attempting to get in or out, is uncertain. Although the man was perfectly sensible after the accident, I could obtain no evidence of his having given any account of how the accident happened.

As it occurred on Monday, and he did not die till the Saturday following, this appeared rather extraordinary. The driver, William Brown, gave his evidence in a most unsatisfactory manner, and I found it almost impossible to obtain from him a distinct account of the various shunts, &c., that he had made, after his arrival at Charleville, on the evening of the accident.

Humphrey Leary was an experienced hand, and had been two years at Charleville station. The driver has also been some time in the company's service, and bears a good character.

I think it but fair to the latter to add, that it is a well-known fact, that many of the porters, who are in the constant habit of shunting trains, become very careless of the danger which always attends it, to a greater or lesser extent.

I have, &c.,

*The Secretary,
Board of Trade
(Railway Department),
Whitehall.*

F. H. RICH,
Capt. R.E.

GREAT WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 29th July 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Western Railway Company, the enclosed copy of the report made by Col. Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred on the 28th ultimo to a ballast train at the Bruton station of the Wilts, Somerset, and Weymouth branch of the Great Western Railway.

My Lords trust that the directors will give their careful consideration to the recommendations contained in Colonel Yolland's report.

*The Secretary of the
Great Western
Railway Company.*

I am, &c.,
W. D. FANE.

*Board of Trade
(Railway Department),
Whitehall, 22d July 1865.*

SIR,

I HAVE the honour to state for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 11th instant, the result of my inquiry into the circumstances which attended the fatal accident that occurred on the 28th ultimo to a ballast train at the Bruton station of the Wilts, Somerset, and Weymouth branch of the Great Western Railway, when the engine driver, Alfred White, and fireman, Radford Bartlett, of the train were killed, the head guard was seriously injured, and another servant of the Company, a fitter, was slightly injured.

This part of the Wilts, Somerset, and Weymouth branch is worked as a single line, although Bruton station is provided with up and down platforms, and is occasionally used as a passing place for up and down trains, although not intended to be so used when the line was first opened.

The down platform is situated alongside of a siding which is entered from the single line by a pair of facing points placed a short distance to the north of the station platforms, and trains which have entered this siding can only get back again on to the main line by being shunted back over the same points through which they had entered the siding, or by running ahead some 160 yards along the siding, and then being shunted back by another pair of points, south of the station platforms, which also present facing points to a down train.

There is also another siding lying west of the single line, passing through the goods shed, and terminating about 190 yards to the south of the facing points, on the single line opposite to the up platform, by which this siding is entered. The end of this siding is close against the turnpike road leading from Bruton to Wincanton, which crosses under the railway, the road being somewhere about 25 feet below the level of the railway. Wooden buffers supported by props were placed at the south end of this siding, and a quantity of stone was also placed behind the buffers so as to increase the amount of resistance, in the event of waggons or trucks being shunted too violently against them.

Thus there are three facing points against a down train, but no facing points against an up train. The down platform is but seldom used.

On the evening of the 28th ultimo, the 4 h. 50 m. P.M. down train from London, due at Bruton station at 8 h. 42 m. P.M., reached that place at 8 h. 44 m. A carriage truck was taken off the train at Bruton station, and when the train had left, the policeman on

duty, James Andrews, proceeded to put it into the siding lying west of the single line. He unlocked the padlock, opened the facing points opposite to the up platform, and, assisted by the goods porter, put the truck out of the way, against the south end of the up platform. At that time there was a loaded flour truck standing under the goods shed, and three empty timber trucks at the south end of this siding, close against the buffers.

The policeman Andrews, who was then in sole charge of the station, according to his own statement, then went down to the gate, at the entrance of the yard and locked it, thence he returned to the office and telegraphed "line clear" to Witham Friary station, $5\frac{1}{2}$ miles north of Bruton, for a ballast train to proceed, and then he received a telegraphic message from Castle Cary station, three miles south of Bruton, that the line was clear for the ballast train as far as that station. He then went and lit the down signal lamps and turned them to "all right" for the ballast train coming from the north to pass, thence he went and examined the facing points north of the platforms, next he got the lamps for the up signals out of the lamp house, and examined the southmost pair of facing points, and then returned to the station building.

At 9 h. 55 m. P.M., he received a telegraphic signal from Witham Friary station that the ballast train had left for Bruton, and then he lit his hand lamp and stood on the up platform till the ballast train came in sight, and showed a "white light" or "all right" signal towards it. The ballast train came up at the rate of 35 miles an hour, according to the policeman, or at 15 or 16 according to the under guard who was in a van at the tail of the train, and when it came to the middle facing points opposite to the up platform it took the same course as the carriage truck had been pushed along, and passed into the siding lying west of the single line, first struck the truck loaded with flour standing under the goods shed with a crash, some one on the engine having sounded the break whistle just before doing so, thence the ballast train pushed the flour truck and the empty timber trucks against the buffers, sweeping everything before it, and fell crashing down into the turnpike road below. The flour truck landed beyond the opposite wing wall of the under bridge, the engine falling against that wing wall and breaking it down, and then rolling over on to its right side, the tender being doubled up against the engine, nine of the loaded ballast waggons getting off the rails and falling over the engine, tender, and timber trucks, filling up the space with a heap of ruins; four trucks and a van remained above; the sunken road, as described by one of the witnesses, being full. The engine driver and fireman were, it is supposed, killed on the spot, but strange to say the head guard and the fitter, a one-legged man, who were riding in the ballast truck next to the tender, lying down in the truck, escaped with their lives, while the under guard and seven of the ballast men who were in the van at the tail of the train escaped unhurt, and some of the ballast men who were inside the van were awakened from sleep some time after the accident had occurred.

The engine was greatly damaged and the tender almost destroyed, and the same may be said of the trucks which were precipitated into the road below the line.

There does not appear to be any blame attaching to any other servant of the Company except the policeman Andrews, who forgot to close and lock the switches after he opened them to admit the carriage truck into the siding. He is to be tried for manslaughter at the next Salisbury assizes. He is

said to be a steady man and attentive to his duty, at which he has been employed between 15 and 16 months.

In addition to the loss of life occasioned by this accident there will be considerable loss from the damage done to the rolling stock. It points out as clearly as possible the absolute necessity of not depending solely on the recollection of a single man, and the expediency of contriving by mechanical means that in all cases no accident of this kind shall be possible without giving the drivers and firemen on engines a chance of providing for their own safety.

Facing points on single lines cannot be avoided. On narrow-gauge lines they are usually self-acting, and weighted so as to close of themselves when the lever handle is let go, and then stand right for the main line. On the broad-gauge system of railways self-acting points have been always objected to. I have always considered that this was a mistake; but recent improvements have enabled facing points to be made comparatively safe, by working them in connection with the station signals without actually connecting them together.

I am glad to learn that the directors of the Great Western Railway Company have already determined that the signals at this station shall be so fitted that when they are turned to "all right" the facing points must previously have been set right for the main line on which the train is to travel.

It will, however, be necessary, in order to avoid the unnecessary pair of facing points that led to this accident, that the siding alongside of the down platform should be converted into the down line at this

station, by connecting it directly with the other line at the south end of the station, or by continuing it as the second line on to Castle Cary station, a distance of about three miles. Of course, the addition of another line to Castle Cary would be more expensive, but it would enable many delays to trains to be avoided which otherwise will occur on a long length of single line.

The remarks which I have made respecting Bruton station apply with equal force to many stations on the Great Western lines, and the alterations, which I understand have been determined upon as regards Bruton might very judiciously be extended to all, though the process must necessarily be a gradual one.

It would also be desirable to add distant signals at Bruton and all other stations at present not furnished with them. I believe the advantage of having them is fully recognized by the officers of the Great Western Railway Company.

I should also add that the system under which the telegraphing of trains is carried on is not so good or so safe as that now generally employed. A single needle instrument is made use of, and many stations are on the same circuit of wire: this introduces confusion and leads to delay. Where traffic is worked with the assistance of the telegraph it is desirable that the instruments employed should have separate wires not extending beyond the adjacent stations, and also that they should be distinct from those used in sending messages.

I have, &c.

*The Secretary of the
Railway Department,
Board of Trade.*

W. YOLLAND,
Colonel.

GREAT WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 8th August 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the Great Western Railway Company, the enclosed copy of Colonel Yolland's report on the circumstances connected with the accident that occurred on the 21st July last, near Twyford.

I am, &c.

W. D. FANE.

*The Secretary of the
Great Western Railway
Company.*

SIR,

Whitehall, 5th August 1865.

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your instructions of the 24th ultimo, the result of my inquiry into the circumstances which attended an accident to a down passenger train, that occurred near Twyford station on the Great Western Railway on the 21st ultimo. It is stated that no person was hurt.

The inspector of permanent way, when walking along the line a short distance to the east of Twyford Station on the previous day, noticed that the longitudinal timber carrying the left rail of the down line was canted over too much, and on trying the gauge he found that the line was tight to gauge, he says $\frac{1}{8}$ th of an inch, and the ganger, who was with him at the time, names $\frac{1}{4}$ of an inch, and he instructed the ganger to alter the cant on the following day. At this part the line is perfectly straight for a considerable distance.

On the following morning between 10 and 11 o'clock, after the 9.15 a.m. down express train had passed, the ganger and four men proceeded to remove the ballast both outside and inside the left longitudinal timber of

the down line for a length of about 120 feet, and also to pick out the ballast from under the outer side of the longitudinal timbers, for a breadth of 4 or 5 inches, and to a depth of $1\frac{1}{2}$ or 2 inches, replacing the hard ballast with loose ballast thrown in with a shovel; they also slackened off the nuts at the ends of the strap bolts to the extent, they say, of about $\frac{3}{4}$ inch, and five of the strap bolts were broken in doing this. Of these five, four had been replaced by new strap bolts before the accident occurred, and one of the men had gone for another strap bolt to replace the fifth when the accident took place.

I should explain that these strap bolts pass through the longitudinal timbers and are fastened to the wooden transoms by bolts, and they have threads on the outer ends on which nuts are screwed, by which means the longitudinal timbers are kept at the proper distance apart, the transoms preventing their approximating too closely together, while the strap bolts on the other hand, one through each longitudinal, fastened to the transoms, when the nuts are screwed up tight against the sides of the longitudinals prevent their being too far apart. The transoms and strap bolts occur at about every 11 feet along the line.

Two of the men were employed in packing beneath the longitudinal timbers with shovels, when the 2.0 p.m. down train from Paddington to Reading, which does not stop at any intermediate station, approached the place where they were at work, at a speed which the driver of the train thinks could not be less than 40 miles an hour, and which was probably in excess of that rate.

No caution of any kind was given to the driver to go steadily; none was considered to be necessary; and the driver informed me that when the engine reached the spot where these men were at work, it rolled and tumbled about a good deal, and he jumped to the alarm whistle and sounded it for the guard's break, and shut off the steam, while the fireman took one or two turns of the handle of the break on the tender,

which then overpowered and disabled him for a moment. The driver says the right wheels of the tender got off the rails when it reached the spot where the men were at work, and that he saw every one of the other vehicles drop off the rails in succession as they came to the same spot. The engine was stopped just close to Twyford Station, on the eastern side of it, and after the train had run nearly 400 yards from the place where the first wheel got off the rails; the whole train remained coupled together throughout, and the driver appears to have acted very judiciously in pulling up, by keeping the carriages stretched out.

About 300 yards of the line was more or less damaged. The engine did not get off the rails at all, and the tender got on the rails again before the train stopped, and it was then found that a luggage van next to the tender had a pair of wheels, and one carriage was entirely off the rails; the next two carriages were on the rails, then six carriages were off, then two carriages were on, and lastly a horse-box at the tail of the train was off the rails.

When the line was examined after the accident, the first marks that could be traced of any wheels being off the rails were found at about 30 feet from the spot where the platelayers had commenced work and cleared out the ballast at both sides, and picked the hard ballast from under the outside of the left longitudinal timber of the down road, on the flange inside the right rail, apparently made by the outside edge of the right wheel when it dropped off inside the right rail, close alongside of a transom where the fifth strap bolt that had been broken was still wanting; and the driver says that when he went back to see what was the matter, after the train had stopped, he could see a space between the end of the transom and the side of the longitudinal timber sufficient for the wheel to drop in. One of the platelayers who was at work at the spot at the time the train came up, shovel packing on the outside of the longitudinal, admits that there was a space of an inch between the end of the transom and the longitudinal; and as the cant of the longitudinal had also been removed, I

have no doubt the gauge was so wide as to admit of a wheel dropping inside the right rail.

From this point forward it was evident that many wheels had been off the rails, which in some places were bent, as the flanges of both rails were broken in many places, and the heads of the flange bolts marked, and in some instances crushed into the rail. Some of the marks were outside both rails, and some inside both rails. The top plate of the trailing spring of the guard's van on the off side was broken in two places, but the fracture was a recent one, and was evidently the result of the accident. Nothing was wrong with the engine.

There is no doubt that this accident was occasioned by the gross carelessness of the platelayers in slackening off the nuts on the strap bolts for a length of 120 feet, to the extent, as they admit, of $\frac{3}{4}$ of an inch, at the time when they had one strap bolt out altogether, and had picked out the hard ballast from under the outside of the left longitudinal timber of the down road to the depth of $1\frac{1}{2}$ or 2 inches, in order to alter the cant of that timber, without having previously sent back a man with a signal to warn the drivers of trains to proceed cautiously.

It was entirely unnecessary to slacken the nut on the strap bolts beyond the $\frac{1}{8}$ th of an inch, but the ganger states that he was only doing what had frequently been done before on the line, without any similar accident having ever occurred.

I understand that instructions have already been given, that whenever it is necessary to alter the cant of the longitudinal timbers so as to give greater width of gauge, it is in future to be done by raising and packing ballast under the inside instead of picking it out from under the outside of the longitudinal timbers.

I think it would also be desirable to direct the platelayers not to take out a strap bolt unless they have a new one at hand ready to be put in, in the event of its breaking in the act of taking out.

I have, &c.

*The Secretary
Board of Trade,
Whitehall.*

W. YOLLAND,
Colonel.

GREAT WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 7th October 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council of Trade, to transmit to you to be laid before the Directors of the

Great Western Railway Company,
Midland Railway Company,

the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 4th ultimo between a Midland passenger train and a Great Western goods train on the West Midland section of the Great Western Railway near Droitwich.

I am, &c.

W. D. FANE.

*The Secretary of the
Great Western
Railway Company.
The Secretary of the
Midland Railway
Company.*

*Sandown, Isle of Wight,
3rd October 1865.*

SIR,

I HAVE the honor to state for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 6th ulto., the result of my inquiry into the circumstances which attended a collision that occurred on the 4th ulto.

between a Midland passenger train and a Great Western goods train on the West Midland section of the Great Western Railway near Droitwich. Five passengers are stated to have been injured, but none of them were seriously hurt.

It appears that as No. 28 up goods train from Wolverhampton to Newport was travelling between Droitwich and Fearnall Heath, the after pair of wheels of one of the waggons got off the rails, and after running about half a mile, damaging a large proportion of the transoms of the longitudinal sleeper road, they were broken off from under the waggon, and the train separated into two parts, and some of the waggons were thrown off the line. The guard of the train, who was riding in a van at the tail of the train, states that he was first made aware that something was wrong by feeling a sudden jerk, and on putting his head out of the van to endeavour to ascertain what was amiss, he found that he could not see on account of the dust, and he then knew that something must be wrong with his train. He then applied his break, and when the speed had been reduced from about 15 to 3 miles an hour he got out of his break van, and immediately saw that one of the waggons, had got off the rails, and was foul of the down line, and that a down goods train was approaching. The guard further states that he took his red flag out of the van, and ran ahead as he saw the down train approaching towards the spot where the down line had been blocked by the waggon, and from knowing that

according to the working time tables there was no other up train then due to follow his own train. He says the engine was about 250 yards from him when he got out of his van, and was still going ahead, as the driver did not apparently know that his train had broken asunder, and he ran 100 yards beyond the waggon that had fouled the down road before he made the fireman aware that it was blocked, and then he made the best of his way back towards the rear of his train, but did not reach it before the Midland passenger train had arrived, and had struck the van.

The statements of the driver and fireman of the up goods train correspond, but differ from that of the guard.

The driver says that while travelling at from 12 to 14 miles an hour he happened to look back, and saw that he had lost part of his train, and he gradually pulled up, and when he had stopped, but not before, he saw the guard of the train standing in the down road with a red flag in his hand, just where the waggon was foul of the down line; that the fireman got off the engine and went back, perhaps 15 or 20 yards, and then returned, and the driver then told him to uncouple the engine from the three waggons which still remained connected to it, as he saw the steam of a down train approaching. He then ran ahead 150 yards or more to meet the approaching down train, and succeeded in stopping it about a quarter of a mile from the obstruction in the down road.

The Midland train, which had come up and ran into the guard's van of the up goods train, which, in consequence of the separation of the train into two parts had been brought to a stand still on the up line, was the second part of the 1 h. 55 m. P.M. passenger train from Birmingham to Gloucester, and which consisted of three carriages, two horse boxes, and one guard's break van—a special train, not named in the Company's working time tables. It left Birmingham at 2 h. 48 m., or 38 minutes after the regularly appointed train, and when it reached Droitwich, the signals were against it, and it was almost brought to a stand still, until the 10 minutes had elapsed, which are prescribed in the Great Western sheet of Regulations herewith enclosed, as necessary to be preserved (in working the traffic on this portion of their West Midland branch) between a preceding coal train and a following passenger train when the "line clear" has not been received by telegraph from the station in advance, in this instance from Fearnall Heath, three miles distant from Droitwich. In accordance with these regulations, the driver of the Midland passenger train had a "caution ticket" given to him by the signalman at Droitwich, on which was printed—

"Great Western Railway.

"*Proceed*

"*Cautiously.*

"Train, on line between Droitwich and Fearnall
"Heath."

The guard of this train states that they left Droitwich at 3 h. 36½ m., and that he looked at his watch when he got out of his van after the collision had taken place, and it was 3 h. 40 m. The distance is 1 mile 51½ chains from Droitwich to the spot at which the guard's van was run into, mostly on a rising gradient of 1 in 387, and the time occupied in running it was 3½ minutes.

The guard's van could be seen, if a sharp look-out had been kept, at a somewhat greater distance than 400 yards. Taking this fact into consideration, and making allowance for the time occupied in getting up and reducing the speed, I can only arrive at the conclusion that the driver was not proceeding

cautiously, as directed by the caution ticket. He estimates that he was travelling at 20 miles an hour when he came in sight of the other train and at five or six miles an hour when the collision took place. I think his estimate was much under the mark in both instances, as the effect of the collision was to knock the van and three waggons off the line and cause the van to mount on one of the waggons and to be much damaged and the buffers of the engine were broken. The Midland driver was decidedly to blame for not paying attention to the "caution ticket." Had he proceeded "cautiously" the collision could not have taken place, notwithstanding the fact that the guard of the goods train did not obey the Company's regulations in going back immediately his train stopped, in order to protect it from a following train. I think this guard was also to blame.

But the collision would not have occurred at all except for the accident which had previously taken place to the up goods train. I have already stated that this train ran with a pair of wheels off the rails for about half a mile and the first marks which could be traced of a wheel being off the rails were found on two bolt heads inside the right rail, immediately followed by a mark on the next forward transom close to the right longitudinal. It is stated that the line at this part was in good gauge and had an amount of cant sufficient for the easy curve of the line at this part (136 chains radius), but on examination and on inquiry I ascertained that two damaged rails had been taken out of the line, one from the left rail immediately preceding the marks on the bolt heads, and another a few rails' length further back from the right rail, and on fitting these rails into their places, it appeared that the one out of the left line of rails and nearest to the marks on the bolt heads was a good deal damaged in the centre, a piece of the top table, two feet in length, having been broken off the rail. The laminated piece was still attached to the rail on the day of the accident, but was broken off by the platelayers to enable them to take out the fang bolts prior to the rail being taken out and replaced. I did not see the piece that was broken off.

The inspector of permanent way and the platelayers tried to make it appear that the accident was occasioned by the axle boxes and springs of the waggon having broken before any wheel was off the line. There is little doubt that it was the after pair of wheels of the third waggon from the engine which first got off the line—an iron waggon—which it remained attached to the second waggon until the front part of the train had been stopped, having travelled for a considerable distance, near 600 yards, with only a pair of wheels, and it had lost the axle boxes and springs. Some of the platelayers asserted that one of these axle boxes and springs was 40 or 50 yards nearer to Droitwich than the marks on the bolt heads, but from other evidence that was brought forward, I do not think any credit could be given to the statement.

I attribute the accident to the bad condition of the permanent way, and think the left wheel probably mounted the left rail where the rail was laminated. The Great Western Railway Company are engaged in relaying this portion of their line, and there can be no doubt that it has been allowed to get into very bad condition, so that the sooner the relaying is completed the better. It is not at the present time in a fit state to run over at high speed.

I have &c.

The Secretary
Board of Trade,
Whitehall.

W. YOLLAND,
Colonel.

GREAT WESTERN RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 10th October 1865.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade, to transmit to you, to be laid before the Directors of the Great Western Railway Company, the enclosed copy of the Report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred to a passenger train near the Banbury Station on the 9th ultimo.

I am, &c.

W. D. FANE.

The Secretary of the
Great Western Railway
Company.

Hampton Court,
5th October, 1865.

SIR,

IN compliance with the instructions contained in your minute of the 18th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 9th ultimo, near the Banbury Station of the Great Western Railway.

The 3.40 p.m. fast train from Paddington to Birmingham and Chester left Oxford at 5.22, seven minutes late, on the afternoon in question, consisting of an engine and tender, a van, and five passenger carriages. A carriage was *slipped*, as is usual with that train, at Banbury, and the train proceeded towards Birmingham at a speed of about 50 miles an hour. It had not gone more than $2\frac{1}{2}$ miles beyond Banbury when the engine-driver felt a sudden shock, and the leading end of the engine dropped. He had just time to shut off his steam before the engine turned to the left and fell on its right side in a field on the west of the line.

The line was straight, and fortunately on an embankment only two or three feet high. The engine does not appear to have travelled more than 60 yards after the first shock until it came to a stand. As it fell on its side, the tender swung past it, and it was found at right angles to the line, wheels uppermost. The carriage, a first-class, which had been next behind the van, lay in front of it on its side. The next, a second-class carriage, was still further to the front, but on its wheels; and the other two carriages remained on the rails. The engine-driver and fireman, who had no time to jump from the engine before it fell on its side, were surprisingly little injured, considering the suddenness with which it was brought to a stand, and were only off work, the one for a fortnight, the other for a week after the accident. The guard, who was writing in his van, heard the gravel flying, and on looking forward was at once thrown down and partially stunned. When he got up again he saw the engine in the field, and found his van hindmost in front of it. Out of 30 or 40 passengers, who must all have been more or less shaken, five or six have complained of injury.

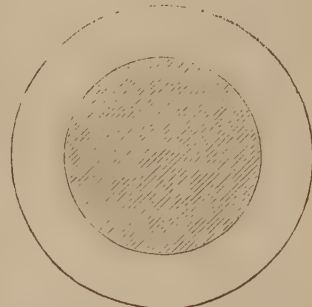
The cause of this accident was evidently the fracture of the leading axle of the engine, which gave way on the left side, on the line marked A B in diagram No. 1. That diagram represents the original axles constructed for the engines of the *Queen* class, on the Great Western Railway; and it appears that there were 12 axles of the same description used as leading and trailing axles for five engines. Those engines have run since they started up to the 9th September last,

The Sylph	-	-	-	506,735	miles
" Prince	-	-	-	495,042	"
" Peri	-	-	-	510,687	"
" Elk	-	-	-	471,084	"
" Queen	-	-	-	494,427	"

and it may be assumed, therefore, that these axles have done an average duty of 413,000 miles each. There is, however, no record which will show the exact mileage of this particular axle, No. 1,154. The number refers to a record which was formerly kept, but which has unwisely been discontinued for several years.

The engine in question, the *Sylph*, was a six-wheeled engine, with cylinders measuring 16 inches in diameter and a stroke of 24 inches. The leading and driving wheels were eight feet, and the driving and trailing wheels seven feet apart, from centre to centre. The driving wheels, seven feet in diameter, carried 11 tons 10 cwt.; and the leading and trailing wheels, four feet in diameter, 8 tons 6 cwt., and 6 tons 6 cwt., respectively. The *Sylph* was taken into the shops at Birmingham for repairs in March 1865, and was sent to work again on the 30th April. During that time No. 1,154 axle was placed under its leading end, and it has since run 15,931 miles. The axle and wheels had previously been sent to Swindon, in order that the wheels might be retired, and they had been lying in the Birmingham yard after being returned ready for use from Swindon, for some period which I was unable precisely to ascertain. The axle was examined by the locomotive foreman at Birmingham, and by the leading fitter, before it was put under the *Sylph* in April 1865, and they did not see any defect in it. But the accompanying section (Drawing 3) shows how little of it, as shaded, was holding when it finally failed.

No. 3.



Section of axle which failed under the "*Sylph*" engine, on the Great Western Railway, 9th September 1865.

The portion not shaded in the diagram had failed by degrees during the running of the engines under which it was employed, and the flaw must have commenced from the exterior, and worked gradually inwards. I cannot for a moment believe that the axle remained perfectly sound while doing a duty of—say 400,000 miles, and that it then suddenly failed to the extent of from one half to two thirds of its section, while running 16,000 miles; and I am, therefore, unable to resist the conviction that indications of the flaw might have been plainly seen when the axle was placed under the *Sylph* if it had been examined at that time with sufficient care.

There were external marks of a similar flaw at the other end of the opposite journal, which proved, however, when the axle was broken at my request, to be very much smaller. The iron was of good quality.

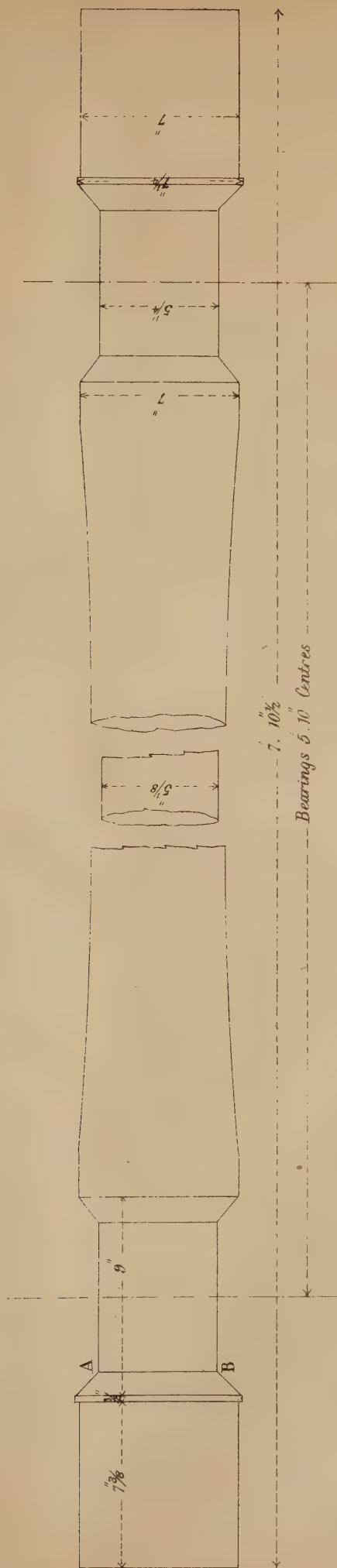
It will be observed from Diagram No. 1, that the circular line A B round the journal of this axle formed an abrupt termination, near the points of greatest strain, to the slope from the portion of greater diameter, to which the wheel was affixed; and that this line was a natural starting line, technically called a *shoulder*, for flaws of this description. The construction of the axle was so far defective; and I enclose a diagram, marked No. 2, of an improved form which has been adopted since May 1865, with the view of avoiding this defect, and, it is hoped, of preventing such accidents for the future.

N^o 1.

ORIGINAL

LEADING AND TRAILING AXLE FOR PASSENGER ENGINES QUEEN CLASS.

G. W. R. Swindon.

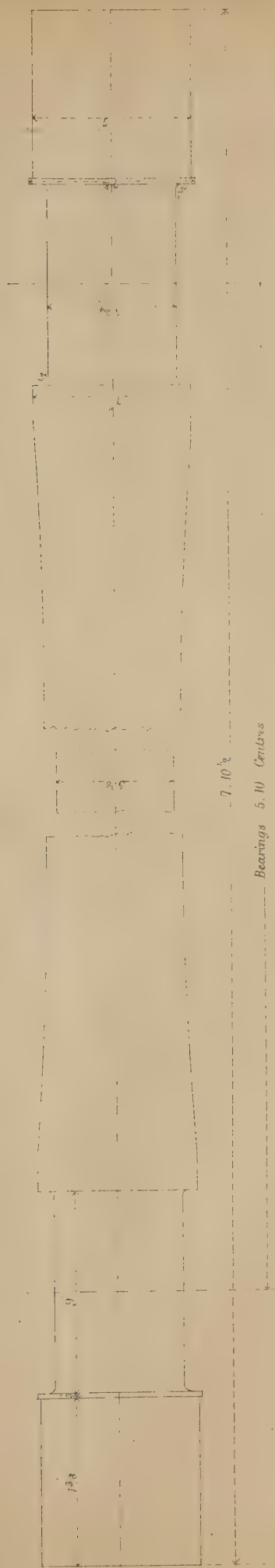


Nº 2.

G.W.R. SWINDON.

LEADING AND TRAILING AXLE FOR PASSENGER ENGINES, QUEEN CLASS.

Alteration, May 4th 1865.



I enclose further a copy of the instructions which have been issued by Mr. Armstrong, the Locomotive Superintendent of the Great Western Railway, since the above accident, for ensuring more careful examinations of and better records in regard to the locomotive axles used on that line. It is essential that the utmost care should be taken in these respects, inasmuch as the failure of the leading axle of

an engine travelling at high speed is perhaps the most dangerous accident that can happen to a passenger train.

*The Secretary
(Railway Department)
Board of Trade,
Whitehall.*

I have, &c.
H. W. TYLER,
Capt. R.E.

GREAT WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 11th January, 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council of Trade to transmit to you, to be laid before the Directors of the Great Western Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred at the Gloucester station of the Great Western Railway on the 26th ultimo.

I am, &c.

W. D. FANE.

*The Secretary of the
Great Western
Railway Company,
Paddington.*

Whitehall, 9th January, 1866.

SIR,

I HAVE the honour to report for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your Minute of the 1st instant, the result of my inquiry into the circumstances which attended a collision that occurred on the 26th ult., at the Gloucester station of the Great Western Railway, on which occasion nine passengers were slightly injured.

Gloucester Great Western station is only provided with one platform placed alongside of the down line, and all passenger trains both up and down are brought to this platform. On the evening of the 26th ult., the ordinary train from Cheltenham, due at Gloucester at 7h. 15m. p.m., did not arrive till 7h. 25m., at which time the train from Milford, due at the same hour, had not arrived.

The Company's mode of working their passenger traffic provides, that in the event of its not being practicable to unite these two trains into one and to despatch them to Swindon within about 20 minutes of the appointed time, the first is to be sent forward as a special train. Accordingly, the ordinary train from Cheltenham, which consisted of five vehicles, was about to be despatched as a special train, and would already have started at 7h. 31m. p.m. had not the engine left to take water, and it was standing alongside of the station platform when the 11h. 20m. a.m. up passenger train from Milford arrived and ran into the last vehicle at a speed which was estimated to be about 10 miles an hour. No damage was done to the engine or carriages of the Milford train, and the only damage done to the carriages of the special train was

the bending of the buffers on the last carriage; no vehicle was thrown off the rails.

Gloucester station is protected on the west towards Wales, by an up station signal, placed about 160 yards to the west of the spot where the collision took place, and by a distant signal 250 yards west of the up station signal, but it is more effectually protected by the fact that at about three quarters of a mile from the station an up train has to ascend inclines of 1 in 120, and 1 in 95 for five eighths of a mile to the summit, and then there is a descent of 1 in 99 towards the station for a short distance.

On this occasion it is admitted that both the station and distant signals were on at danger against the up Milford train, and the distant signal can be seen a long distance except when there is a fog. The driver admits that he saw it a long distance before he came to it, and the simple explanation of the cause of the collision is that he neglected to shut off his steam soon enough, and failed to take the necessary measures for reducing his speed sufficiently early, to prevent him from running past the danger signals and into the special train. He urges in extenuation, that he had been mostly employed in driving heavy goods trains, when it is necessary to keep on the steam till much nearer the station, in order to get over the rising inclines to which I have alluded.

It was stated that some of the doors of the carriages of the special train that was standing alongside of the platform had both doors locked, and the passengers were thus prevented from getting out, when the Milford train was seen to be approaching at too great speed; but the station-master informed me that he did not think that there was more than one or two doors locked on the platform side. This is one of the many disadvantages that attend stations which have a platform only at one side. It would have been quite right that the doors of the carriages next to the platform on the off side should have been locked as soon as the train was ready to leave the Gloucester station platform, while those on the near side should have been unlocked, but in the hurry of dispatching trains these matters are frequently not done.

I should add that the up distant signal is not placed at a sufficient distance from the up station signal to be of much utility in foggy weather, and for that reason it would be desirable to remove it to a greater distance.

*The Secretary of the
Board of Trade,
Whitehall.*

I have, &c.
W. YOLLAND,
Colonel.

HIGHLAND RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 11th November 1865.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Highland Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 21st ultimo, between two passenger trains, at the Pitlochry station of the Highland Railway.

I am, &c.,
W. D. FANE.

*The Secretary
of the Highland
Railway Company.*

*Dunkeld,
6th November 1865.*

SIR, IN compliance with the instructions contained in your minute of 31st ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 21st ultimo at the Pitlochry station of the Highland Railway.

There is a double line at this station, 400 yards long; but the line is single on either side of it. It is situated on a gradient falling southward of 1 in 300, 275 yards long; it is approached from the north on a falling gradient of 1 in 85 nearly a mile long; and on the south the same gradient of 1 in 85 continues to fall towards Perth.

On the evening in question the 12.40 p.m. passenger train from Inverness left Killiecrankie at 5.38, seven minutes late, consisting of an engine and tender, a horse-box, a break-van, two composite, three third, and three first-class carriages, and a second break-van. The engine-driver shut his steam off at the "head of the bank," as usual, and found the Pitlochry distant-signal turned off, when he came in sight of it, in answer to his whistle. The station signal was at danger, and he whistled for the guard's breaks in passing under a bridge over the line, some 300 yards north of the station, from which it is visible. He whistled for them again after passing the upper points, 181 yards north of the station platform, and then, finding according to his own statement and that of his fireman, that the train was "pushing" upon him, and that he was unable to pull up at the platform, he reversed his engine and put on steam against it, while the fireman applied sand to the rails. But the train ran forward beyond the up platform, and came into collision with a down train which happened at the same moment to be passing through the lower points, 139 yards south of the station, towards the down platform.

This train left Perth at 4.24, nine minutes late, and consisted, in approaching Pitlochry, of an engine and tender, two cattle-trucks, a horse-box, a third-class, a composite, a third-class, and two first-class carriages, with a guard's van. The engine-driver found the distant signal at danger, and shut off his steam, but as it was lowered in answer to his whistle he turned on his steam again to draw up to the station. When he was about 25 yards from the points he saw the up train "coming round the end of the goods shed" and approaching the station in the opposite direction. He noticed that there was fire flashing from the wheels of that train, and feared that it might not be able to pull up, and he shut off his steam and reversed his engine in the hope that the engine of the other train might strike the cattle trucks of his own train rather than the carriages which were behind them.

The engine of the up train grazed the first cattle-truck of the down train, did more damage to the

second cattle-truck, broke in one side of the horse-box, struck the end of the first third-class carriage and threw it off the line, and smashed the composite carriage to pieces. The other third-class carriage, though it was not struck, was also thrown off the line, but the rest of the vehicles remained on the rails, and none of the couplings gave way.

Nine of the passengers appear to have suffered from the effects of the collision, including one who had his collar-bone broken.

The speed of the up train is variously given by the different witnesses. The engine-driver of that train states that he was going 6 or 8 miles an hour when he passed the north points, and that he had "almost come to a dead stand" when the collision occurred. The fireman corroborates the latter statement, and estimates the speed in passing the platform at 3 miles an hour. The head guard gives the speed as 8 miles an hour past the north points, 4 to 6 miles an hour past the platform, and 2 miles an hour for the collision. The under guard states 8 to 10 miles an hour at the north points, 4 or 5 in passing the platform, and that they "were going very slowly" when the collision occurred. The station-master considers that the train passed him, as he stood on the platform, at 8 to 10 miles an hour. The pointsman at the north points thinks the train passed him at 15 or 20, instead of the usual speed of 8 to 10 miles an hour. The pointsman at the south points was holding them for the passage of the down train, and neither heard nor saw anything of the up train till he heard the crash of the collision. The engine-driver and fireman of the down train consider that the up train was going, the one at "not exceeding 5 or 6," the other at 3 or 4 miles an hour; and they both state their own speed in the opposite direction at 3 or 4 miles an hour. The guard of the down train, who had received no warning of the danger, and had not applied his break, says that his train was travelling at 2 miles an hour.

The two trains were probably travelling at 4 miles an hour in opposite directions, and a collision equal in force to double that speed was thus produced.

The rails appear to have been in a slippery condition, partly from a slight shower of rain which had fallen half an hour previously, and partly from decaying leaves which lay about on different parts of the line. The engine-driver of the up train, who was a steady man of great experience, came down into the station more rapidly on this account than he intended to do, and he did not reverse his engine soon enough to enable him to stop, as he ought to have done, short of the danger signal which was exhibited on the station platform.

The lengthening of the double line at this station further towards the south, so as to afford more space for stopping the trains, would be attended with considerable expense. It would necessitate the widening of a heavy bank and of a bridge under the line, would cause the removal of the south points to a greater distance from the platforms, which would be inconvenient in working, and would after all be of the less avail, inasmuch as the lengthened portion would be on a descending gradient (towards the south) of 1 in 85. Two other remedies might both of them be employed with much greater advantage.

The more important, as being useful not only on this but on all other parts of the line, is the employment of continuous breaks, enabling each of the guards to apply breaks simultaneously to two or three carriages in addition to his van. I took occasion to recommend the adoption of this system, in consequence of the nature of the gradients, when the line was first opened for traffic; and it appears that many of the carriages are fitted up with the necessary apparatus though it has not yet been used.

One of the printed regulations of the Company directs the guards to apply a sufficient number of

breaks to the trains; but their discretion is left unfettered as to its application. On questioning the head guard of the up train, I find that he would only consider a third break to be necessary if he had more altogether than 16 vehicles; and the guard of the down train states that if he had 13 carriages he should put two break-vans with them, while with 14 carriages he would add three break-vans. Looking to the great length of steep gradients on this line, these guards certainly very much underestimate the proportion of break-power which it is desirable to employ, and the Company will act wisely in now adopting the system of continuous breaks above recommended. They may thus at once treble their break-power, and work with greater economy in wear and tear, and less delay in stopping at stations, without increasing the number of servants with their trains.

A second remedy, which is especially applicable to the Pitlochry station, is that of only admitting one

train to it at a time. The distant-signals are now always kept as a rule at danger, and are only lowered by the pointsmen when they go to work the points at each end, or in the case of crossing trains at the two ends, on the approach of the trains. If it were made a rule only to lower the distant signals one at a time and to keep the down train outside (when the two were approaching) until the up train had been brought to a stand at the station, increased safety would be obtained. And as the distant signals are worked from the points and not from the platform, it would be well to provide a means of communication such as a "bell and arm," worked by a wire between the platform and the points in each direction, so that the pointsmen might work their signals in this manner under the direction of the station master.

*The Secretary,
Board of Trade,
Whitehall.*

I have, &c.

H. W. TYLER.
Capt. R.E.

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade
(Railway Department)
2nd August 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of Colonel Yolland's report of inquiry into the circumstances connected with the collision at Wigan station on the 20th June last, and I am to request that Colonel Yolland's recommendations may receive the careful consideration of the Directors.

I am, &c.

W. D. FANE.

*The Secretary to the
Lancashire and Yorkshire
Railway Company.*

SIR,

Manchester, 27th July 1865.

I HAVE the honour to state for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 21st ultimo, the result of my inquiry into the circumstances which attended a collision that occurred between two passenger trains at the Wigan station of the Lancashire and Yorkshire Railway on the 20th ultimo, when about six passengers were slightly hurt.

The up and down platforms of the Wigan station are situated alongside of sidings, so that there are four lines of railway in the Wigan station yard, and all trains which are not appointed to stop at the Wigan station pass up or down one or other of the two central lines, while those intended to stop are turned by signalmen through pairs of facing points on the up and down lines into these sidings. At the west end of the station yard, and just beyond an over bridge that carries the London and North-Western, over the Lancashire and Yorkshire Railway, is a junction of the branch line to Southport, and a signalman is placed in a box close to the north-west wing wall of this bridge, and furnished with regular junction and distant signals, and he also works a short signal near the west-end of the down platform, put up some time since to bar an engine from coming out of a siding lying south of the down line when the line is not clear; but he has no special signal to prevent a down passenger train which has discharged its passengers at the down platform from leaving, as both the trains that run through the station yard without stopping on the down through line, as well as those which stop at the Wigan down platform and then leave for Liverpool or Southport, have to obey the signals which are exhibited at the junction signal box. But the signalman at the junction states, that when he lowers the junction signal for a train to leave the down platform for Liverpool or Southport, he keeps the down distant signal on at "danger," so

as to prevent any through train from approaching the junction while the down train is coming out on to the main line from the siding at the side of the down platform.

On the day in question the 1 h. 40 m. P.M. down train from Manchester to Liverpool, consisting of the engine, eight carriages, and one goods waggon in front, reached Wigan about 2 h. 38 m. P.M. about 13 minutes late, having been delayed at Bolton station waiting for the train from Yorkshire. This train should only stop one minute at Wigan station, but on this occasion it is said to have been delayed five minutes.

It had been the practice up to last April to keep this train waiting at Wigan station until the 2 h. 5 m. P.M. down express train from Manchester to Liverpool, which runs on Tuesdays only and does not stop at any intermediate stations, had passed, and then it followed the express train. But about the time I have named, instructions were given that the 1 h. 40 m. P.M. train should no longer be detained at Wigan to allow the express train to pass it, and the station master on the 20th ultimo gave the order for the train to leave the platform just about the time when the 2 h. 5 m. P.M. express train was due to pass, and up to the day on which this collision occurred the 1 h. 40 m. P.M. train had regularly preceded the 2 h. 5 m. P.M. express train on Tuesdays.

On this part of the Lancashire and Yorkshire Railway the progress of the trains is telegraphed forward and the time of passing various stations is entered in a telegraph book and on a slate, so that the station master or any other person might know what interval of time there was between any two following trains. On this occasion the station master neglected to look at the slate, or, he says he should not have directed the 1 h. 40 m. P.M. train to start when he did; but he states that he was busied with the passengers and with their luggage, of which there was a good deal that day. The evidence is somewhat contradictory as to whether the driver of the 1 h. 40 m. P.M. train did or did not whistle for the junction signal to be taken off. The station master is not certain, but allows that the signal was off for a train to pass through the yard or to leave the down platform; and the signalman at the junction says he did not hear any whistle, but that after he had been told by the ringing of a bell from the eastern end of the Wigan station that the 2 h. 5 m. P.M. down express train was coming, and after a Southport goods train that was shunting on the up Liverpool line had moved away from the over bridge, he got a sight of the Wigan station, and then saw that the 1 h. 40 m. P.M. down train stood alongside of the down platform clear of the central through down main line, and he

then lowered both the distant and junction signals for the 2 h. 5 m. P.M. down express train to pass through the station. Subsequently he saw the station master give a signal for the 1 h. 40 m. P.M. train to leave, and then he put on both the distant and junction signals to "danger," but could not state whether the 2 h. 5 m. express train had passed the distant signal when he turned it on. He saw the steam from the engine, but he could not see the engine itself, and he noticed both trains approaching the junction, the 1 h. 40 m. moving very slow, and these two trains came into collision with each other just as the goods train on the up line was moving under the bridge into the station yard in the opposite direction.

The 2 h. 5 m. P.M. down express train consisted of engine, two first class and one second class carriage, and one van. It received a "caution" signal as it passed Bolton station, $9\frac{1}{2}$ miles from Wigan, and a "danger" signal as it passed Hindley, $2\frac{1}{2}$ miles from Wigan, so that the driver says he almost pulled up, and then the "danger" signal was turned off, which indicated that the previous train had passed five minutes before, and that when he got in sight of the Wigan distant signal, worked from the eastern end of the Wigan station, but in obedience to the instructions of the signalman at the junction signal box, it stood at danger against him, and he sounded the engine whistle and it was taken off. He then proceeded, he says, cautiously down towards Wigan station, and when he entered the station yard the 1 h. 40 m. train was standing alongside of the down platform, at which time he thinks he was not running more than eight miles an hour, and when he was within about three carriage lengths of the other engine he saw that that train was moving. He then whistled for the breaks and did all in his power to stop.

The two engines came into contact with each other just before reaching the over bridge; both were thrown off the rails, and the engine of the express train then came in contact with the waggons of the goods train and knocked two of them off the rails. This engine was then diverted to the left and got partly through the bridge.

The express engine was a good deal but the other engine not much damaged. The sides of the carriages and van of the express train were damaged, but very little injury was done to the carriages in the 1 h. 40 m. P.M. train.

The collision was evidently occasioned by the mistake of the Wigan station master, and the absence of a signal to be worked from the junction signal box to control the departure of a train from the platform at the moment when a through non-stopping train is due to pass through the station, so that the junction signal was actually a signal for both trains to proceed. No blame appears to attach to any other servant of the company.

I had occasion some five years since, when reporting upon a collision at this same station, to make some suggestions as to the arrangements at this junction. These have been partially carried out in concentrating the working of the points and signals by one signalman with the locking apparatus instead of dividing the responsibility between two. But the position of the signal box close to the wing wall is still very far from being a good one, in consequence of the over bridge carrying the London and North-western Railway interfering with the view of the station yard from the signal box.

I believe there are several stations on the Lancashire and Yorkshire Railway where the platforms are alongside of sidings, and where there are main lines along which through trains pass without stopping at those stations. Similar collisions to this one may happen at any of these stations from the absence of platform signals in addition to the usual station signals that properly apply only to the main lines. I think it very desirable that the attention of the Directors of the Lancashire and Yorkshire Railway should be drawn to this matter.

I have, &c.

W. YOLLAND,
Colonel.

*The Secretary
Board of Trade,
Whitehall.*

SIR, *Manchester, 10th August 1865.*

I HAVE submitted to the Directors of this Company your communication of 2nd August instant, handing copy of Colonel Yolland's Report on the collision at Wigan station on 20th June last, and beg to inform you that the Directors have ordered the recommendations therein contained to be carried into effect.

Yours obediently,

WM. S. LAWN,
Secretary.

*The Secretary
Board of Trade,
Whitehall.*

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 15th August 1865.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred near Radcliffe Bridge on the Lancashire and Yorkshire Railway, on the 1st instant, between a passenger train and an engine, and to request that in laying the same before the Directors you will more particularly call their attention to the concluding paragraph of the report, in which Colonel Yolland states it to be his opinion that the propelling of trains up inclines by means of an engine behind is most objectionable.

I am, &c.

W. D. FANE.

*The Secretary of the
Lancashire and Yorkshire
Railway Company.*

SIR, *Whitehall, 14th August 1865.*

I HAVE the honour to state for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 3rd instant, the result of my inquiry into the circumstances which attended a collision that occurred between Bury and Radcliffe Bridge on the East Lancashire Section of the Lancashire and Yorkshire Railway on the 1st instant, when 17 passengers sustained injuries, but it is hoped that none of the injuries will prove very severe.

It appears that when the 10.0 a.m. train from Accrington to Manchester reached Baxenden, the driver of the train heard a noise beneath the engine which caused him to think there was something wrong, and he sounded the whistle for the guard's breaks and stopped the train. On getting under the engine he found that either the driving wheel or the sweep of the crank axle had caught the buckle of the inside bearing spring and swept it from the centre towards the end of the top plate, and he took off the whole of the plates of that spring which were

loose and laid them on the foot plate of the engine, and proceeded on his journey, as he considered that the engine was then in a fit state to go on. When he got to Ramsbottom Station he again examined the engine and found that it was all right, and he did the same at Bury with a similar result. He left the plates of the inside bearing spring at Bury, and desired that another engine might be got ready for him for another train at 2.0 p.m. in place of the engine he was then driving, so that the inside bearing spring might be repaired.

This train, which then consisted of engine and tender and 11 vehicles, including 2 breaks with 2 guards in them, left Bury for Manchester at 10.54 a.m., or 14 minutes late, and when it had got about $1\frac{3}{4}$ miles south of Bury and was travelling it is said at the rate of 30 miles an hour, the driver again heard a noise beneath the engine, and he once more sounded the whistle for the guards' breaks and proceeded to stop the train, and had just if not quite brought it to a stand still, when it was overtaken and run into by an engine with a goods heavy break van behind it, which was following this train from Bury to Radcliffe Bridge for the express purpose of assisting it up the incline of 1 in 120, of about half a mile in length from Radcliffe Bridge to Ringley. The shock is admitted to have been a smart one, although no vehicle was thrown off the rails; but the last carriage, a new first-class, was a good deal damaged, and a second-class carriage in front of it had the body shifted on its frame. The driver (Snape) of the following engine thinks he was running 20 miles an hour when the collision took place, but judging from the effects on the carriages of the passenger train, I believe that he must have over estimated the rate at which he was travelling.

I must now explain how it happened that this engine followed the passenger train so closely. The East Lancashire Section of the Lancashire and Yorkshire Railway not long since lost its locomotive superintendent, and the present superintendent who was then new to the duties and work on the line, gave the following written order on the 26th June to an engine driver of the name of Samuel Ramsbottom, who was temporarily in charge of the Zamiel engine, in consequence of the regular driver of that engine being away from his work on account of illness.

" Lancashire and Yorkshire Railway,
" Locomotive Department,
" Bury, Lancashire,
" June 26th, 1865.

" SAMUEL RAMSBOTTOM, Engineman.

" TAKE Notice that tomorrow (Tuesday) the 27th inst. you will have to bank up the train leaving Bury at 10.40 a.m. from Radcliffe to Ringley with engine Zamiel.

" Yours, &c.

" J. JACQUES,
L. C."

" Acknowledge receipt.

I should also explain that Tuesday is market day, and this particular train is on that day in the week heavier than usual. The engine driver Ramsbottom understood by this order that he was to follow the passenger train from Bury to Radcliffe Bridge, where it is appointed to stop, and then to assist it up the

incline to Ringley, instead of proceeding to his regular work between Radcliffe Bridge and Ringley, and at the proper hour on the 27th June to assist the passenger train from Radcliffe Bridge up the incline. He also understood the order to be a prospective one for each succeeding Tuesday, although it is difficult to comprehend how it could be so interpreted. During the three succeeding weeks he was not working the Zamiel engine on the Tuesday, but the fireman remained with her, and in consequence the same engine followed the 10.40 a.m. passenger train from Bury to Radcliffe Bridge, and from thence up the incline behind the passenger train. On Tuesday the 25th July, Ramsbottom was again in charge of the Zamiel engine and he did as before; and on the 31st July, the regular driver of the engine (Snape) returned to his duty, and on the following morning he was told, both by his fireman and by Ramsbottom, what he was to do; and he proceeded to do it, with the result, a collision, which I have already described.

The driver (Snape) of the Zamiel engine complains that he was not told before he left Bury that something had been found wrong with the train engine at Baxenden, and that the plates of one of the springs had been left at Bury Station. It is quite certain that he did not expect that the passenger train would be stopped before it reached Radcliffe Bridge, 3 miles from Bury, and I think equally clear that he was not keeping a good look out ahead. He says that he followed the passenger train all the way and kept losing ground so that he might be 150 yards behind it when it passed under an overbridge where the driver of the passenger train began to stop his train, and at this point or near it he lost sight of the passenger train; but it is certain that at this particular spot the train in front could be seen from the following engine for a distance of more than 300 yards, and if he had been keeping a sharp look out and was not running, as he states, more than 25 miles an hour, he need have had no difficulty in pulling up with a break on the tender and a heavy goods break behind, without coming into collision with the passenger train.

The collision was evidently caused by the driver's neglect, but the fact is, that the engine should not have been permitted to follow the passenger train from Bury to Radcliffe Bridge at all, much less for 6 consecutive weeks, neither should such an order as I have quoted have been given at all, except in compliance with a requisition from the traffic superintendent, who was actually in the train on the day of the accident, and did not know that any engine had been detailed to assist the passenger train up the incline from Radcliffe to Ringley. Indeed it is very doubtful whether it was required at all on any of those days.

I have only to add that the propelling of trains up inclines by means of an engine behind is in my opinion most objectionable, and almost certain in the event of any mishap occurring to a vehicle in the front part of the train, largely to increase the danger to the passengers.

I have, &c.

*The Secretary
Board of Trade,
Whitehall.*

W. YOLLAND,
Colonel.

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 21st October 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council of Trade to transmit to you the enclosed copy of the report made by Capt. Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 25th September between a passenger train and a coal train at Miles Platting, and to request

that, in laying this report before the Directors of the Lancashire and Yorkshire Railway Company, you will call their attention to the suggestions made by the inspecting officer relative to the mode of working the Miles Platting incline.

I am, &c.

*The Secretary of the
Lancashire and Yorkshire
Railway Company.*

W. D. FANE.

SIR,

*Peterborough,
13th October 1865.*

IN compliance with the instructions contained in your minute of the 29th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 25th ultimo between a passenger train and a coal train, at Miles Platting, on the Lancashire and Yorkshire Railway.

Between the Victoria station at Manchester and Miles Platting there is a steep incline, containing gradients of 1 in 59 for 68 chains, and 1 in 49 for 35 chains in length. On the evening in question, the 6.40 p.m. passenger train from Manchester for Bradford started from the Victoria Station at 6.43, consisting of an engine and tender, two horse-boxes, five carriages, and a van; and it was pushed up the incline by an assisting engine. As it approached the summit the driver of the leading engine observed that the signal was at danger, and he shut off his steam, and whistled for it to be taken off. He shortly afterwards perceived that there was an engine some 20 yards in front of him, and he whistled for the breaks just before he came into collision with it,—at a speed which he describes to have been about 4, but which was more probably 6 or 8 miles an hour.

There were two guards sorting letters and parcels in the van as this train ascended the incline. On hearing the break-whistle from the engine they endeavoured at once to reach their break-handle, but they were thrown down in the attempt. The van and three carriages were coupled together with Fay's continuous breaks, and the body of the van having been shifted on the framing, and otherwise damaged, the break would not act after the collision. Two shocks were experienced, one when the train ran against the engine in front of it, and a second (which was more violent, and from the opposite direction,) when the assisting engine came into collision with the van behind it. The assisting engine was not coupled to the train. The driver of this engine shut off his steam on hearing the driver of the leading engine whistle, and his fireman tried to apply the tender break. He dropped a few yards behind before the train was suddenly brought to a stand, and his engine then necessarily ran against the break-van.

The engines with the passenger train do not appear to have been damaged, any more than the two leading carriages. But the bodies of the third and fourth carriages were shifted backwards by the second shock upon their framings. The fourth, a first-class carriage, which was provided with india-rubber pads between the body and the framing, was not damaged. Out of about 80 passengers, 10 were unfortunately more or less injured, but none very seriously.

The engine with which the passenger train thus came into collision was one of two which were employed to push a goods train up the bank. This train left Salford at 6.10, composed of an engine and tender, 25 loaded and 6 empty waggons, a break-van, and one assisting engine. It was joined by a second assisting engine at the Victoria Station, and proceeded in due course towards Miles Platting, until it was stopped at the summit of the bank by signal, because a goods train which was shunting at the station obstructed the main line. The second-assisting engine of this train was brought to a stand 66 yards outside of the signal, which was itself 60 yards from the hut at the top of the incline. The leading driver of the passenger train states that there were no lights at the back of the tender which he struck, and that as it was quite dark he only discovered it

when he was 20 yards from it. The driver of the last engine of the goods train states that he had placed his gauge lamp on the weather board of his engine, so as to show a red light down the incline, and that there was a lamp at the back of his tender, though he did not look before the collision to see whether it was burning. The fireman admits that it was not lighted, and says the driver told him, in reply to a question on the subject, that as they were only going to the top of the bank (on their last journey for the day) it would not be necessary to light it.

The goods guard states that he was standing on the side of his van for the whole of the seven minutes during which his train was kept waiting before the collision. He saw the passenger train approaching when it was about 200 yards from him, and he held his hand-lamp in the direction of the engine-driver of that train, though he thought the side lamps on his van (which were in front of the assisting engines, and only one of which could have been visible on account of a curve in the line) were sufficient to stop him.

It is plain that this goods train was standing on the incline at a time when the passenger train was due, without any proper signals having been displayed from the tender which was at the tail of it, without any fixed signal behind it, and without any one belonging to it having gone back for its protection. The guard of the goods train and the driver of the second assisting engine are both to blame for not having seen that it was properly protected; and as trains are liable to be stopped in such a position, a distant signal, worked by a wire from the summit, should be erected in a convenient situation, 500 or 600 yards down the incline.

It is for many reasons desirable to avoid stopping the trains on the incline as far as is possible. But at present the confined state of the Miles Platting goods yard renders shunting on the main line continually necessary. The importance of the station will best be understood from the fact that 225 trains pass it, besides special trains and engines, daily. It is very necessary that extra sidings should be formed at Miles Platting, on which shunting may be carried on without obstructing the main line.

The mode of working the incline is far from satisfactory in another respect. An instrument has, it is true, been lately supplied by which the signalman and pointsman at the entrance to the Victoria Station, at the bottom of the incline, is informed of the description of any engine or train that starts towards him from the top. But there is no restriction as to the line being clear, or as to the number of engines or trains that may be upon the incline at a time. The incline being only a mile and a quarter long, the gradients being, as I have already stated, 1 in 49 and 1 in 59, and the traffic being enormous, both as to the size and the number of the trains, it would tend very much towards safety in working if telegraph speaking and train instruments were furnished to the signalmen at the top and bottom respectively, and if they were not permitted to start a train from the summit for the Victoria Station until after the previous train had been safely disposed of there, and vice versa. If it were considered necessary to allow more than one engine or train upon the incline at a time, an intermediate telegraph-box might be established, and the spaces above and below it be worked similarly, on what is called the "block system."

I have, &c.

*The Secretary,
Railway Department,
Board of Trade,
Whitehall.*

*H. W. TYLER,
Capt. R.E.*

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 21st October 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the Report made by Captain Rich, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred on 30th September last at the Sandhills station on that Railway.

I am, &c.

The Secretary of the Lancashire and Yorkshire Railway Company.
W. D. FANE.

*Board of Trade
(Railway Department),
Whitehall, 18th October 1865.*

SIR,

In compliance with your minute of the 12th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the collision that occurred on the 30th ultimo, at Sandhills station of the Lancashire and Yorkshire Railway.

Several persons are reported to have been injured, but none of them severely.

The exact number is not known.

The Southport branch of the Lancashire and Yorkshire Railway, joins the main line from Manchester to Liverpool, at the west end of Sandhills station. There are four lines of rails in the station; two for the Southport branch, and two main lines.

The Company have been widening and renewing the bridge over the public road at the west end of this station, and in doing so, have removed the junction further to the west, so as to give more platform accommodation.

During the progress of these works, three of the lines of rails were closed, and the whole of the main line and branch traffic was carried for about 300 yards through Sandhills station on one line of rails.

A pointsman was stationed at each end of the single line, and another pointsman at a cross-over road, about the centre of the station. These three pointsmen were all acting under a conductor or pilotman, who was dressed in red, and stationed on the platform, about halfway between the pointsmen at each end of the single line.

The whole were provided with signal lamps, and all trains were ordered to stop at the outside pointsmen, till they allowed them to pass into the station, after receiving a signal to that effect from the conductor on the platform.

A train, consisting of an engine and tender, seven third-class, four first-class carriages, with Fay's continuous breaks, and a guard's van, coupled in the order stated, left Liverpool for Crosby at 11.25 p.m. (10 minutes late), on the 30th September 1865. The lamplighter at Liverpool neglected to put the lamps at the end of the train, and the guard in charge did not observe the omission.

The train travelled all right to Sandhills, which station it reached at 11.30 p.m. It was detained about seven minutes at Sandhills, in consequence of the doors of the carriages not having been unlocked, as they ought to have been, before leaving Liverpool.

An engine and tender on her way to Stable followed the passenger train out of Liverpool, about seven minutes after the passenger train left. It reached the cross-over road to the single line at the west of Sandhills station, whilst the passenger train was still standing at the platform. Though checked for a moment by the red light of the pointsman at the crossing, the driver of the single engine immediately got a white light signal to come into the station from the conductor on the platform and from the pointsman; who repeated the conductor's signal, and told him to go on.

The conductor, was by his own account, 30 yards from the tail of the passenger train; the other evidence makes the distance about 15 yards.

There were gas lamps on the platform, and though the passenger train was without tail lamps, the carriages were lighted with gas.

The conductor or pilot man must therefore have seen the passenger train, had he looked; and it is impossible for me to believe, that if he remained at his post from the time that he admitted the passenger train, that he would not have been aware that it was still there.

I can only suppose that after admitting the passenger train, he left his post for some minutes, and that when he returned, he admitted the single engine without looking down the platform to see whether the passenger train was gone.

The empty engine came on at about five miles per hour, and the driver did not observe the passenger train till he had passed the conductor, and was within 15 yards of the van at the tail of the train. He called to the fireman to apply the tender break, shut off steam, and reversed his engine, but could not avoid striking the passenger train, which he ran into at a speed of about three miles per hour, just as it was moving off. The break wheel of the guard's van was broken, and the back panel damaged. The first-class carriage next to it was shifted on its frame, but none of the vehicles left the rails. Two passengers complained of injury at the time, but all went home, and it is thought that about six others were slightly shaken.

The accident was caused by the conductor or pilotman giving the signal for the single engine to come on, whilst the passenger train was still at the station. Temporary absence from his post, or total absence of mind, and consequent want of thought as to what he was doing, must have been the cause. He has been 19 years in the company's employment, and bears a very good character.

Had the tail lamps been on, it is probable that the collision would not have occurred. The Lancashire and Yorkshire Railway Company have inspectors at Liverpool, to start the trains, and these inspectors are responsible that the trains are in a proper state before they start them. The inspector last on duty leaves about 9.30 p.m. The inspection of the passenger trains which start after that, is entrusted to the guards alone.

I would suggest, that as the guards have other matters to attend to, it would be desirable for the Lancashire and Yorkshire Railway Company, to appoint some person to perform the inspectors' duty after they leave, or to detain one of them on duty till the last passenger train has started.

I have, &c.

*The Secretary,
Board of Trade,
Railway Department.
Whitehall.*

F. H. RICH,
Capt. R.E.

LANCASHIRE AND YORKSHIRE RAILWAY.

Board of Trade
(*Railway Department*),
12th December 1865.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision that occurred near the Salford station, on the 10th ultimo.

I have, &c.

J. E. TENNENT.

The Secretary of the
Lancashire and Yorkshire
Railway Company.

Hampton Court,
8th December 1865.

SIR,

IN compliance with the instructions contained in your minute of the 16th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 10th ultimo, between a passenger train and a goods train, near the Salford station on the Lancashire and Yorkshire Railway.

There are sidings north and south of the line on the west of the Salford station. A pointsman, Ryall, 50 yards on the west of the down passenger platform, works a semaphore signal at his cabin, and a distant-signal 400 yards from it on the east of the station. There is a spectacle signal 37 yards to the west of Ryall's cabin, worked by a pointsman, Bosson, whose cabin is 150 yards to the west of that signal; and there is a crossing on the main line 10 yards further to the west from Bosson's cabin.

A special train for the Liverpool races left the Victoria station, Manchester, at 10.42 a.m., 12 minutes late, on the day in question, consisting of an engine and tender, 12 passenger carriages, and two break-vans. These vans were coupled, one at each end of the carriages, the one to two, the other to three carriages by continuous breaks. The engine-driver received a caution signal from a pointsman east of the Salford station, who held up three fingers to intimate to him that the previous train was three minutes ahead of him. But he found the distant signal east of Salford at all right, as well as the semaphore signal on the west of the station. Having shut off his steam in approaching Salford, he turned it on again after passing through the station. But he observed that the spectacle signal beyond Ryall's cabin, and 87 yards west of the down platform, was at danger. He saw a platelayer, also, with a flag in his hand, and he heard a fog-signal explode soon after he passed that signal. It was very foggy, and he could only see those indications of danger for a short distance. But he did his best to pull up, and he reduced his speed from about 10 to 4 or 5 miles an hour before he struck the waggon of a goods train which was crossing the main line at the crossing already referred to, 253 yards on the west of the down platform, and 166 yards on the west of the spectacle signal.

The engine lost a corner of its buffer-beam, and its injector pipe was bent, but it went forward with the train, and none of the passenger carriages were damaged or knocked off the rails. Four of the passengers were injured.

The goods train which was thus in the way of the passenger train arrived on the up line from Preston at 9.45, and was then placed in a siding on the north of the main lines. After it had been there for 20 minutes, the goods inspector went to the pointsman, Bosson, to say that he wanted to have it taken across to the south side, because it blocked up some bleacher's waggons which he was anxious to take down the

hoist (near the siding) and unload without delay. Bosson replied that he could not allow the goods train to come out until certain express trains had passed. Six trains then went by, and the goods inspector came again, after a further interval of about 25 minutes, and repeated his request. He said further, according to Bosson, though he does not himself admit it, that if Bosson did not "turn the train across" he would fetch Mr. Rawson the goods manager to him. The goods inspector then went away and liberated the waggons which he wanted, by moving other waggons in the sidings, without informing Bosson that he had done so. Believing that it would still be necessary to move the goods train, Bosson allowed it to be drawn out on the up line as soon as another train, the 10.30 from Bolton, had passed towards Manchester. While it stood on the up line the 10.15 train from Manchester went by, as well as a train of empty carriages which followed it; and he then arranged with Midgley, another pointsman, to get it across the down line to the south sidings. They thought, indeed, that no time ought to be lost in adopting this course, inasmuch as two coal trains were due, and a passenger train was nearly due, on the up line. But the special race train was also overdue on the down line, and when the goods train, consisting of an engine and tender, 12 waggons, and a break-van, was about half way across, the race train arrived and came into collision with one of its waggons, loaded with coke, as I have already described.

Bosson turned his spectacle-signal to danger, and warned one of the platelayers who were acting as fogmen not to let anything pass till the line was clear, before he allowed the goods train to cross the down line. Ryall, who was 193 yards east of Bosson, and 37 yards to the east of the spectacle signal, saw that signal turned to danger just after he learnt by the sounding of a gong near his cabin from the east of the station that the passenger train was approaching. He had just taken off his signal and distant-signal after the passage of the empty carriage train, and he had no time to apply them again, having no idea that the goods train was about to be shunted across, to stop the passenger train. He placed, however, two fog-signals on the rails, of which one exploded; and this was probably the fog signal which the engine-driver of the passenger train believed to be on the west of the spectacle signal.

The goods inspector was undoubtedly to blame for not informing the pointsmen, when it ceased to be necessary, that he no longer required the goods train to be shunted across from the north to the south sidings. But the special defect in the arrangements which led to the collision was the want of a means of intercommunication between Ryall and Bosson. In the absence of proper information, Ryall was actually taking off his signals for the passenger train to pass along the down line about the same time that Bosson was about to shunt the goods train across that line. I recommend that a bell-and-arm communication be supplied for the use of these men. Ryall ought not to be allowed to take off his signals for the down line till he has first ascertained from Bosson that he may do so with safety. And Bosson ought not to obstruct that line until he has warned Ryall that he is about to do so, and learnt, by receiving permission, that Ryall's signals are at danger.

I am glad to learn that considerable extensions and alterations are in progress in this part of the Lancashire and Yorkshire Railway. I refrain on that account from making further remarks as to the improvements that are required.

I have, &c.

H. W. TYLER,
Capt. R.E.

The Secretary of the
Railway Department,
Board of Trade,
Whitehall.

*Lancashire and Yorkshire Railway,
Secretary's Office.*

SIR,
Manchester, 21st December 1865.
Your communication of 12th December instant, handing copy of Captain Tyler's report on the collision which occurred near the Salford station on 10th November ultimo has been submitted to the Directors of this Company, and I beg to inform you that they

have ordered Captain Tyler's recommendations to be carried into effect.

Yours obediently,

*The Secretary of the
Railway Department
Board of Trade,
Whitehall.*

WM. S. LAWN,
Secretary.

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 8th Dec. 1865.*

SIR,
I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 10th ultimo, at Miles Platting on the Lancashire and Yorkshire Railway.
*The Secretary of the
Lancashire and Yorkshire
Railway Company.*

I am, &c.,
J. E. TENNENT.

SIR,
Whitehall, 4th Dec. 1865.

IN compliance with the instructions contained in your minute of the 16th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 10th ultimo between two passenger trains at Miles Platting on the Lancashire and Yorkshire Railway.

Miles Platting is at the summit of the incline, a mile and a quarter long, on which the Lancashire and Yorkshire traffic east of Manchester is carried to and from the Victoria station. It is itself an important station, and is the site of the junction between the Ashton branch and the main line. It is passed by 225 trains daily, besides special trains and engines. The main line is at present, from the want of sufficient accommodation, very frequently obstructed by the shunting of the goods trains.

The south main line platform at Miles Platting is 176 yards long, and there is a distant signal 700 yards to the east of it.

On the 10th November the 3.35 a.m. goods train from Normanton, due at Miles Platting at 7.50, reached that station at 10.15 a.m. in a thick fog. Some of the waggons were run forward by hand into the London siding while the remainder, 16 in number, went forward on the straight line towards their destination, Oldham Road. But in the course of this operation, the straight line waggons followed too closely upon the siding waggons. The siding waggons had not gone sufficiently far into the siding to leave a clear passage for those on the straight line. The foremost of the latter struck the hindmost of the former, which was thrown off the rails; and the traffic of the up or south main line thus became temporarily obstructed.

At 10.20 a.m. a passenger train from Middleton, due at 10.18, arrived at the platform, and stopped short of the disabled waggon, which was immediately to the west of it. At 10.24 a passenger train from Oldham, due also at 10.18, drew up at the platform, behind the Middleton train. At 10.25 the 8.50 train from Bradford, due at Manchester at 10.27, following upon the same line of rails, came into collision with the Oldham train opposite the platform and about 50 yards from the end of it.

The Oldham train consisted of an engine and

tender, five passenger carriages, and a break-van. The guard, who was standing by the side of his van when the collision occurred, states that he could not see more than nine yards for the fog, and that there was a platelayer 80 or 100 yards behind his train, whom he had seen in passing. The station inspector told him to draw down, and his train was about to move forward when it was struck. One first-class carriage of this train was damaged. The return of the company states that two or three persons were shaken, but I only heard on the spot of one lady having complained of injury.

The Bradford train started punctually from that station at 8.50, and the engine-driver found the Miles Platting distant-signal at danger, and saw a platelayer (acting as a fogman) near it with a green flag in his hand. The platelayer said nothing as the train passed him, but one fog-signal which he had placed on the rails exploded.

The train was then travelling at a speed of about eight miles an hour, and the engine-driver proceeded still more slowly towards the station until at 10 or 15 yards (as he thinks) from the platform he saw a second platelayer, also acting as a fogman. This man had no fog signals on the rails, but said something to the fireman, who was on the side of the engine next to him, in passing. The fireman turned to the engine-driver, who was on the other side of the engine, and said, "Go on, the train has gone away." The engine-driver turned on his steam again to draw up to the platform, and then saw the break-van of the Oldham train "about 10 yards" in front of him—too late to be able to pull up.

The platelayer in question states that he was 200 yards behind the Oldham train when the Bradford train passed him. He had used fog-signals to caution the Middleton train and the Oldham train, and he had placed one on the rail in front of the Bradford train, but it had dropped off again, and that train reached him before he could get another out of his pocket. He was not aware that the truck was off the line on the west of the station, but he knew that the Oldham train had not had time to go forward and must be at the platform. He therefore said, according to his account, to the fireman, as the Bradford train passed him, "Hold on, there is a passenger train standing at the station."

It would thus appear that the collision occurred in consequence of a misunderstanding on the part of the fireman of the Bradford train of what the platelayer said to him, by his interpreting the "hold on" of the platelayer to mean "go on," and so translating it to the engine-driver. And the fireman gave me the impression, when I examined him, of being a man not unlikely to have made such a mistake. But the platelayer ought, according to his own showing, to have employed his red flag instead of contenting himself with speaking to the fireman as the engine passed him. It would have been better if the station master had, as soon as the waggon got off the line, warned the platelayer of the circumstance, as the platelayer would then, no doubt, have been more energetic in his endeavour to stop the Bradford train.

I am glad to learn that an alteration is to be made in future in the company's time bills in regard to the

Oldham and Middleton trains. These trains are joined together at a previous station and arrive at Miles Platting as one train on all days of the week but two. It is only right that as they arrive separately on those two days, an interval should be allowed between them, instead of their both being appointed to be at Miles Platting, as at present, at 10.18.

But the principal lesson to be drawn from this collision, is the want of extra sidings at Miles Platting in which shunting may be performed with the goods trains clear of the main line. I had occasion to draw attention to this subject in my report of the 13th October last, upon the collision that occurred between a passenger train and a coal train; the latter having

been stopped upon the incline while a goods train was shunting at the Miles Platting station. In this case, again, the passenger train was checked because a goods truck was thrown off the rails in shunting on the main line. The importance of the station, its position, and the magnitude of the traffic require that the above remedy of extension and re-arrangement should be applied with as little delay as possible at Miles Platting.

I have, &c.

H. W. TYLER.

Capt. R.E.

*The Secretary of the
Board of Trade
Whitehall.*

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 5th Dec. 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade, to transmit to you, to be laid before the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred near the Elland station on the 15th ultimo.

My Lords trust that the Directors will give Captain Tyler's recommendations their careful consideration.

*The Secretary of the
Lancashire and Yorkshire
Railway Company.*

I am, &c.
J. E. TENNENT.

SIR,

Derby, 30th November 1865.

IN compliance with the instructions contained in your minute of the 17th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision which occurred on the 15th instant between a passenger train and a goods train, near the Elland station, on the Lancashire and Yorkshire Railway.

A single line from Halifax, a mile and a half long, joins the main line of the Lancashire and Yorkshire Railway at the North Dean junction, 31 miles from Manchester; and the Elland station is 1,300 yards south of North Dean, on the way to Huddersfield. The line between North Dean and Elland is nearly level, but passes through a tunnel 434 yards long, of which the north end is 500 yards from North Dean, and the south end is 374 yards from Elland. There is a distant signal 161 yards north of the tunnel, worked from the Elland station, and there are semaphore signals on the passenger platform at that station. There are also the usual main signals and distant signals at the North Dean junction, at which there are passenger platforms and a very considerable traffic.

The 10.30 A.M. express passenger train left Halifax one minute late on the day in question for Huddersfield, consisting of a tender, an engine, three passenger carriages, and a break-van. It was not due to stop either at North Dean or at Elland, and the branch pilot-man, who usually travels with it as far as North Dean, followed on a goods train; so that it was not necessary for the engine-driver to slacken speed at North Dean to allow him to drop off. The North Dean signals were lowered in due course for this train to pass the junction, and it ran through at a speed of 12 miles an hour. The junction signalman held up a green flag in one hand, which the engine driver observed, and showed (he says) his extended thumb and four fingers with the other

hand, to indicate that the previous train was five minutes ahead, which the driver does not appear to have noticed. The distant signal from Elland (north of the tunnel) was at *all right*, and, the driver having turned on his steam again, the train passed through the tunnel at a speed of 15 miles an hour. On coming out again at the south end of the tunnel he found a goods train in front of him, at too short a distance to enable him to pull up. His tender struck the van of the goods train with great violence.

The tender was much damaged. The tank was crushed, the framing was doubled up, and the wheels were knocked from under it. The body of one (first-class) carriage was shifted on its framing. The van of the goods train was destroyed, three of the waggons were knocked to pieces, and others were damaged. The guard of the goods train had, fortunately for him, ridden on a waggon, third from the engine, through the tunnel. The engine-driver, fireman, and guard of the passenger train, and seven passengers, were more or less injured; but they were all, I was happy to learn, progressing towards recovery.

The goods train which was thus in the way of the passenger train, had reached North Dean at 9.35 from Normanton, and had commenced shunting immediately, to prepare for the return journey. After disposing of its waggons in the up sidings, and making up a fresh train from the down sidings, composed of an engine and tender, 37 waggons, and a break-van, it was ready to start again for Normanton soon after half-past 10; but the circumstances under which it then left North Dean form the subject of much conflicting evidence.

The junction signalman states that the engine-driver, having drawn past his signals in shunting, went away without giving him notice with his engine-whistle; that he hollered to him, "The Halifax to Huddersfield express is due—you must put back clear of the junction;" that he waved his hands up and down (while his back was turned to him) as a signal to him to stop, without being able to get his attention; and that he did not lower his signal for him to pass. He adds that there was an interval of five minutes exactly between the starting of this train and the passage of the passenger train past his junction, which is not likely to have been the case. The distance from the junction to the collision was only 1,084 yards. The goods train may have taken, and is said to have taken, four or five, while the passenger train would have taken perhaps two minutes, to run that distance; and there would thus have been an interval of not more than three minutes between them at the junction.

The ticket-collector, who is also foreman-porter and acts as inspector under the station master, corroborates the above statements of the signalman, that the engine-driver of the goods train went away without permission, without whistling, and without

the signal having been lowered; and that there was an interval of five minutes between the two trains, from 10.31 to 10.36, by his watch. It did not occur to him to check the express train, "because he did not know it was so nearly due." He saw the station-master standing on the platform near the porter's room door talking to two gentlemen as the goods train went away.

The station master states that he saw the goods train shunting at the station at 10 o'clock, that he went to the stables and to a pair of points not far from them and near the end of the branch platform, that he was at those points when the express train passed, that he then went into the warehouse to show the warehouse siding to a new porter, Dixon, who had arrived by the 10 o'clock train, and that going into the goods office he there received a telegraph message that the collision had occurred. He denies that he saw the goods train start, and states that he thought it was still in the siding when the express went by.

The porter Dixon, to whom the station-master refers to corroborate his statements, states that the station-master followed him into the goods yard shortly after 10 o'clock, and showed him round the sidings &c., and he gives a version of the course which they took quite different from the statements of the station master. He did not see the goods train go away, but thinks that he and the station-master must have been within 30 or 40 yards of it when it started. He agrees with a goods-clerk and a telegraph clerk that the station-master did not go into the goods office, but received the message reporting the collision outside the office and in the warehouse.

The engine-driver, fireman, and guard of the goods train all state, in opposition to the above evidence, that the ticket-collector (inspector) came to the engine when the train was made up, asked if they were ready to start, and told them to do so; and that the engine-driver whistled accordingly for the junction signal, which was lowered for them to pass. They all agree further, that the station-master was standing talking to a gentleman near the door of the porter's room on the platform when they started, and that he saw them go away.

After hearing all the evidence that was produced in regard to these questions, I have come to the conclusion that the statements of these three men are correct, and that the station-master, the ticket-collector, and the signalman are to blame for having allowed the goods train, which was booked to stop

at Elland, to proceed in front of the express train from Halifax which was not timed to stop there. They were also to blame for not having, after the goods train had started, taken proper steps to warn the engine-driver of the express train that such a train was in front of him. They ought in common prudence to have done this just as much if the goods train had started without their sanction, as if it had gone with their permission. And, indeed, if it had gone, as the ticket collector and the signalman allege, in opposition to their wishes or injunctions, they would have been in that case the more likely to have realized the danger of allowing the passenger train to follow it so closely, to have checked that train by their signals, and thus to have prevented the collision from occurring.

In order to prevent such accidents from happening in future it is extremely desirable that the block-system of telegraph should be introduced between North Dean and Elland. The signalman at Elland cannot protect a train in the usual way by means of his distant-signal after it has passed that signal, because he cannot see it until it comes out of the south of the tunnel. And it is not right that any engine or train should be allowed to leave North Dean for Elland until the previous engine or train has been telegraphed clear from Elland, or vice versa.

The engine of this express passenger train was running tender first, for want of a turntable at Halifax, which should be supplied without delay.

The guard of the goods train being a spare, or relieving guard, was not supplied with a time-piece, though he is required to note his times of arrival and departure; and he had not applied for one because other guards in a similar position are not so provided. The means of ascertaining the correct time at the different parts of their journeys are quite as necessary to these men as to the regular guards.

A raised stage, with levers for working all the neighbouring switches from that stage, and locking apparatus, as well as telegraph-instruments, are much required at North Dean. The view of the signalman is much obstructed there at present by the waggons in the siding.

I have &c.

H. W. TYLER.

W. D. Fane, Esq. Capt. R.E.
Board of Trade.
Whitehall.

LANCASHIRE AND YORKSHIRE RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 5th Dec. 1865.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Lancashire and Yorkshire Railway Company, the enclosed Copy of the report made by Captain Tyler, R.E., of his inquiry into the circumstances which attended the accident that occurred on the 25th ultimo, near the Wigan station of the Lancashire and Yorkshire Railway.

The Secretary of the
Lancashire and Yorkshire
Railway Company.

I am, &c.

J. E. TENNENT.

SIR,

Manchester, 29th November 1865.

In compliance with your instructions I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 25th instant near the Wigan station on the Lancashire and Yorkshire Railway.

The lines of the London and North-Western and the Lancashire and Yorkshire companies are very near to each other at Wigan, and there is a short junction line between them half a mile to the south of the Lancashire and Yorkshire station, which line is used principally for the interchange of mineral, but occasionally also for that of passenger traffic. The signalman of the Lancashire and Yorkshire Company at this junction has control over the traffic with the neighbouring sidings connected with the Lancashire and Yorkshire Railway. One siding, called the *short siding*, between the main lines of the two railways, is provided with a scotch block 94 yards to the south of the junction cabin. A portion of this siding is level, but the remainder rises slightly towards Wigan, to join the main line of the Lancashire and Yorkshire Railway. The points which connect it with the main line are worked by a rod from the junction cabin.

On the afternoon in question the 5.30 passenger train from Manchester (via Bolton and Wigan) to Liverpool started from the former station about three minutes late. It consisted of an engine and tender, 12 carriages, and two break-vans, and was approaching the Wigan junction above referred to about 6.55,

at a speed of perhaps 20 miles an hour, when the engine-driver heard a crash and felt a violent shock to his engine. The night was dark but clear. The driver fancied he saw something dark by the side of his engine, and, looking back, he saw the carriage next behind the tender leave the rails. He whistled for the breaks, and observed as he passed the London and North-Western Junction line that the carriages appeared to go in the direction of that line, and "turn over," while the engine broke away from them and ran forward. After coming to a stand, he started again to obtain assistance from the station.

The engine had its buffer broken, and its injector pipe bent, and the axle boxes of the tender were fractured. A goods waggon lay across the end of the siding somewhat damaged on one side, and with a spring gone from each side, but with its wheels under it. Four carriages and a break van were thrown off the line and turned over, three on their sides and one on its end, while the other nine vehicles remained on the rails. One passenger, who appears to have fallen from the first carriage as it turned over, was killed on the spot, and five others have complained of injury.

There was a strong wind blowing on the evening in question from a south-westerly direction, and there can be no doubt that the accident was caused by the truck which was thus found at the end of the siding having been blown along it towards the main line, and sufficiently near to the points for the engine to strike its side in passing. The leading carriage having been thrown off the rails as the truck swung round, and its progress having been obstructed by the points and crossings which it encountered, the engine unfortunately broke away from the train, and the momentum of the carriages in the rear contributed to damage and overturn the carriages in front, and to cause loss of life and injury, as above described, to the passengers.

There had been two waggons in the siding before 3.40 on that afternoon. But at that hour a coal train, called Blundell's train, was stopped at it while the engine was backed into the siding, a waggon was drawn out, and after being attached to it was taken on with the train. The guard of the coal train believes that he found the scotch-block open when he first took the engine into the siding, and he admits that he went away and left it open after he had drawn the waggon out of it. He is in the habit of going sometimes two, three, or four times a week, as the case may be, into the siding, and he shuts the scotch-block before he leaves it when he can conveniently do so, but leaves it open when he is hurried away.

On the present occasion he did not wait to shut the scotch-block because the 2.40 express passenger train from Manchester was overdue behind him, and he was anxious to get his train out of its way as fast as possible. He was in the habit of warning the pointsman after dark when he left the scotch-block open, but not during daylight; and it was daylight when he took the waggon out of the siding at 3.40, though it had become dark $3\frac{1}{4}$ hours afterwards when the accident occurred.

The guard cites No. 226 of the company's printed regulations, which directs the guards to attend to the security of private or other sidings where there is no man stationed "for attention to the signals being properly shown," and "for seeing the scotches turned across the rails," as a proof that the pointsman rather than himself was properly responsible for seeing that the scotch was applied in this instance; while the pointsman asserts on the other hand, that he has never considered it to be any part of his duty to look after it. The pointsman states, indeed, that the guards have sometimes put it on, and sometimes they have not, and that in the latter cases it has been "left off." He states further, that he cannot leave his post by day, because he has no signals for the sidings, and that the goods drivers would be liable to come out upon the main line during his absence at the siding, when he would be unable to show them a red flag.

The pointsman (or signaller) who has taken night duty at the junction for the last three years, says "I always ask the guards when they leave the "short siding at night whether they have put the "scotch-block on. If not, I put it on myself. I am "never on duty there by day; I have never had "any orders about it, or lock and key to it. I have "myself put it on many times when the guards "have omitted to do so."

The above regulation is, no doubt, so far in the guard's favour, and it would naturally have been a great object to him, as well as very necessary on the score of safety, to get away from the siding as quickly as possible when an express passenger train was overdue behind him. The pointsman, also, has some reason in urging that it is difficult for him, under present circumstances, to leave his post and attend to a scotch 94 yards away from him. But he might surely have found an opportunity of turning it across the siding between 3.40 and 6.55 if he had desired to do so; and any man anxious about the safety of the traffic would have taken care to make the siding secure, at all events on so tempestuous a night, whether it was within the strict line of his practice or duty, or whether it was not. It would appear that as the siding does not fall towards the main line, this man, who is always on day duty, and has been so for seven years, did not concern himself, in the midst of his other duties, about the position of this scotch at all, and that it did not occur to him that the accident would be likely to happen. When he first heard the crash, and was struck by some of the debris, he ran away to make his escape from he did not know what; and in going afterwards to ascertain what was the matter, he "heard from the guard that a telegraph pole had got in the way." He did not remember when he had last seen the scotch before the accident.

Rule No. 77 of the company's printed regulations, addressed to station masters, clerks, and their assistants, directs, that "when carriages or waggons have "been placed in a siding, care must be taken that "the scotch blocks are placed across the end of the "siding; and when the siding inclines towards the "main line the breaks must be pinned down and the "wheels locked so as to prevent the possibility of "their slipping or being blown down upon the main "line." It is to be inferred that the junction signaller, who is the station master's assistant in this matter, should have obeyed this rule as regards the scotch. But, inasmuch as the siding did not fall towards the main line, it was not incumbent upon him under this rule to pin down the breaks of waggons left upon it.

On the 1st November 1861, however, the company issued a printed notice, copy of which I enclose. It is a renewal of an old instruction, No. 103, and it "states that "in all cases where stop-blocks are affixed "to sidings the same shall be kept locked, and the "key retained in possession of the person who has "charge of the siding." It further states that "in all "cases where there are waggons or carriages, &c. in "sidings the breaks must be put down before leaving "them; or, should they be without breaks, spraggs "must be used, or the wheels chained to the rail, so "as to prevent their running out of the siding." And it is notified that any neglect in carrying out this instruction will be very severely dealt with.

The signaller above referred to had no copy of this order, and did not remember to have received it; and he could not have carried out that part of it which referred to locking the scotch (or stop-block) because he had not been provided with a key for the purpose, and there was no hasp, staple, or lock of any sort upon the scotch.

It is desirable that he should now be provided with a lever and rods for working the scotch from his cabin. He would thus be able to secure the safety of the siding without leaving his post. It is the more necessary that the scotch should be controlled by the signaller, because the engine-drivers

of Messrs. Pierce and Knowles, private owners, come into the siding (and sometimes leave the scotch open) as well as those of the Lancashire and Yorkshire Company.

I am glad to learn that orders have been given for the erection of signals to guard the sidings near this junction; and I would take the opportunity of strongly recommending that a raised stage should be con-

structed, with locking apparatus, and all those accessories to safety which are now provided at such posts.

I have, &c.

H. W. TYLER,

Capt. R.E.

W. D. Fane, Esq.
Board of Trade,
Whitehall.

LANCASHIRE AND YORKSHIRE RAILWAY.

Board of Trade
(Railway Department),

Whitehall, 26th January 1866.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the falling of the viaduct at Mytholm Bridge on the Holmfirth branch of the Lancashire and Yorkshire Railway on the 3rd ultimo.

The Secretary of the

Lancashire and Yorkshire
Railway Company.

I have, &c.

W. D. FANE.

SIR,

No. 1, Whitehall, 22d January 1866.

IN compliance with the instructions contained in your minute of the 23d ultimo, I have now the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the fall of the viaduct at Mytholm Bridge on the Holmfirth branch of the Lancashire and Yorkshire Railway on the 3d ultimo.

The Holmfirth branch of the above railway, $1\frac{3}{4}$ miles long, was opened for traffic in June 1850. The viaduct in question, about a mile from Holmfirth, was originally constructed of timber, but on masonry foundations. It was divided into 26 bays, each having a span of 20 feet 6 inches, and was, including the abutments, about 200 yards long, with an extreme height of $85\frac{1}{2}$ feet to the level of the rails. In 1864, the company determined to renew it in masonry, and the contract was taken by Mr. Henry Wadsworth for the low sum of 7,100*l*. Mr. Wadsworth signed the specification, copy of which I enclose, on the 4th July 1864, and the plans on the 20th of the same month. The accompanying plans, with which Mr. Meek, the engineer of the company, has been so good as to furnish me, are tracings of the original plans signed by himself and the contractor. They show, as will be observed, the principal details of both the old and the new viaduct, and the manner in which the piers of the latter were to be constructed immediately between those of the former.

The viaduct was on an irregular curve of about 20 chains radius. In order to obtain an equal span on each side of the arches, the ends of the piers on the outer side of the curve were $11\frac{1}{2}$ inches wider than those on the inner side of the curve. The new piers were to be 27 feet long at the top, 4 feet thick at the top at the narrow end, and 4 feet $11\frac{1}{2}$ inches thick at the top at the wide end, with a batter of $\frac{1}{4}$ of an inch to the foot on each side and at each end. They varied, therefore, at their base in length and breadth according to their height. The footings were to be in two courses of 12 inches each, projecting 6 inches on each side for each course. The piers were to be sneaked on the face, with a through-stone in every square yard of surface, and the viaduct was to be built of "good rubble stones," with "imposts, corbels, " string-course, and coping of tooled ashlar." There were 11 arches, each with a span of 37 feet 8 inches, and a rise of 18 feet 10 inches, and 2 smaller arches, each with a span of 29 feet, and these were all to be

2 feet thick, "of pierpoint masonry, with pitched ace " voussoirs, and backed up with rubble masonry."

Mr. Kershaw, an inspector of 15 miles of railway, in whose district the viaduct lay, was employed to superintend the construction of the work without any increase to his salary of two guineas a week. He had first, according to Mr. Watts, been a staff holder in levelling, and was then employed in fixing the profiles of tunnels, where he was found very useful. He then learnt to level and take a section of ground. He had never been employed before in the construction of a bridge or a viaduct, but had been in charge of the permanent way and works on the line between Penistone and Huddersfield, and on the Holmfirth branch since July 1864, and had been "applying for an advance." Mr. Watts, the assistant engineer of the company, explains that "this work was given to him as a means of " getting him an advance, and if it had been successful, he *might* have got 30*l*. or 50*l*. a year more, " as a compensation for the superintendence of the " viaduct." He gave a month's notice after the viaduct fell, and at the expiration of that period left the company's service.

I had not an opportunity of examining Mr. Kershaw on the spot, but I learnt from Mr. Watts that a letter was forwarded to him on the 13th instant, informing him that I should make my inquiry on the 16th; and I requested Mr. Watts further to inform him that I should be happy to receive anything in writing which he might feel inclined to send me. I have since received a letter from him dated the 20th instant, which I herewith enclose. He was required to report to Mr. Meek every fortnight on the state of the permanent way and works in his district, and Mr. Watts states that his reports have been, as regards the viaduct, of one uniform character, that the work was progressing satisfactorily up to within a few days of its fall. That this was the case will be seen from the enclosed extracts from his reports, the last of which is dated 30th November 1865, four days before the viaduct fell. He therein reports "the " filling and ballasting done for one line," and that he is "laying the new road." In addition to Mr. Kershaw's superintendence, it appears that Mr. Meek visited the work three times, and Mr. Watts every month or six weeks, or "about half a score" of times between July 1864 and December 1865.

After the plans had been signed, Mr. Meek acceded, at Mr. Wadsworth's request, to the substitution of Yorkshire lime for Halkin Mountain lime provided in the specification, and a saving of something like 56 per cent.* is stated to have been thus made by the contractor in that important item.

In making my inquiry, I first inspected the site in company with the gentlemen of the Chamber of Commerce at Holmfirth, who have memorialized their Lordships, and others interested, as well as with Mr. Watts, Mr. Wadsworth the contractor, and his brother who had assisted him. I afterwards examined all who afforded me opportunity at the Huddersfield Railway Station.

The site presented a scene of complete ruin. The mortar had evidently been of bad quality, and there

* Mr. Meek has since explained that though there was no agreement on the subject, it was not his intention that the contractor should ultimately benefit by this alteration.

was an entire absence of cohesion between the parts of the fallen masonry. The timbers of the original viaduct protruded in various positions, but mostly falling towards near the centre, from a long line of rubbish across the valley.

The work was commenced in July 1864, almost immediately after the plans had been signed. As regards the foundations, Mr. Kershaw states simply that "they were all taken to the depth as shown upon the plan, and 5 of them below, to such a depth as I and the contractor thought sufficient." The evidence of Mr. Wadsworth as to the manner in which they were put in is, as will be seen, highly important.

Mr. Wadsworth states that the foundations of No. 7 pier (from Huddersfield, about 80 feet below the level of the rails) were about 5 feet below the surface, half on rock and half on gravel, longitudinally. "There was rather more rock than gravel at the thick end, and rather more gravel than rock—very little rock—at the thin end of the pier. No one but Mr. Kershaw knew of this, and Mr. Watts and Mr. Meek never saw it. I thought, perhaps, that might be sufficient at the time. It was pretty hard gravel, but I believe the water was under it. It was not for me to say exactly what depth I should go. I went to the depth required by the plan and specification. Nos. 6, 5, 4, piers were also half on rock and half on gravel, but in a different way, the thick end having been all rock, and the thin end having been all gravel. The south ends of the piers were all thicker than the north ends, on account of the curve in the viaduct, of which the radius was about 20 chains. It therefore happened that the thicker end of the piers had the stronger foundation, and the thinner end of the piers had the weaker foundation," or, in other words, the footings on the weaker were considerably less in area than the footings on the stronger foundation. Mr. Wadsworth adds, "I did not remonstrate against this state of things. I merely carried out the work according to my plans and specification, or, when I departed from them, by going deeper with the foundations, under the direction of Mr. Kershaw." And he states, with regard to the other piers, that Nos. 1, 2, and 3 were on mixed shale and clay, No. 8 was on gravel, No. 9 was on shale, and the deepest they went down was with No. 10 pier, which was 12 feet below the surface.

Mr. Wadsworth first began to observe symptoms of failure in No. 7 pier after he had got the centres set, ready for turning the arches. "It began to draw towards No. 8 under its own weight. We thought it would not go far, and allowed it to remain as it was for a long time, until the arches were turned. We noticed it continuing to go, and Mr. Kershaw thought it advisable to put up some buttresses, and ordered me to do so. I put up the buttresses under his directions, and Mr. Watts came down before they were quite finished. I was not there, and did not see Mr. Watts. There was a little settling at the narrow ends, also, of Nos. 8, 5, 4, and 3 (piers) after the arches were built."

Mr. Watts noticed certain cracks in No. 7, 8, and 9 piers when they had been built up to the springing course, but says "they were small and did not give me any alarm." He learnt, however, from Mr. Greenup, the sub-contractor for the timber-work, about the 31st October, that buttresses were being constructed against No. 7 pier, and he went out to visit the work without notice. He found that this was the case, and "the cracks were a little worse." "They had been pointed up, and were to some extent concealed from his view." He did not think there was any danger, but he "ordered Mr. Kershaw to watch the pier very minutely, and to let him know in case he saw any further movement." It will be observed that Mr. Kershaw states in his letter with regard to this visit, "Mr. Watts coming at the time said, 'I don't see that you could have done anything better.'"

In visiting the viaduct a week after, Mr. Watts

saw no change. He had No. 7 pier plumbed by an assistant from the engineer's office, and found that it had bulged half way up to the extent of an inch and a quarter. He also noticed slight bulging in No. 8 pier. "He felt satisfied that there would be no further danger if there was no further movement," and trusted to Kershaw to give "him information." He "saw the viaduct about ten days before it fell," but without discovering any great changes in it, or "any movements to lead him to apprehend danger."

Mr. Watts now believes that he was deceived by Mr. Kershaw's "plastering up cracks, and not reporting to him," and that there were cracks pointed up which he did not discover. And he states that when he visited the viaduct with Mr. Meek "in the frost of last winter," after receiving an anonymous letter, "they were dissatisfied with a portion of the work, and ordered 4 feet to be pulled down from 3 or 4 piers at the Huddersfield end," as well as "more through stones to be employed, and better mortar to be used," trusting to Mr. Kershaw to see these things done. It appears, however, from the statement of Mr. Wadsworth, that he heard nothing of the order as regards the piers, and that certainly they were not pulled down as so directed.

In regard to the condition of the works from time to time, I received the evidence of several other gentlemen.

Mr. Holmes, a woollen manufacturer, of Holmfirth, met Mr. Barrowclough, an architect of the same place, at the viaduct (where they were on other business) on the 28th October 1865. Mr. Holmes then observed that No. 7 pier was cracked up each end, and in several places along the face, and he noticed that No. 8 pier had bulged.

Mr. Barrowclough has "passed through the viaduct, and noticed the piers once or twice a week ever since the work commenced." He had frequently, before the 28th October, seen men with ladders pointing up Nos. 5, 6, 7, 8, and 9 piers. On that day he pointed out to Mr. Holmes that Nos. 7 and 8 piers had "given way very badly." He then saw stones, which had been pointed up before, fractured in fresh places, and No. 8 (the highest) pier was "bulged to the extent of 4 or 5 inches." About the 1st November he visited the viaduct with Mr. Moorhouse, and they saw a man with a ladder pointing up Nos. 5 and 6 piers. He had never seen any through-stones used in the piers. He had been "on the scaffolding 5 or 6 times on Sundays," and he "found one Sunday on examination" that the "stones in the interior of about No. 7 pier had been put in dry without mortar." He examined it specially, because he heard that such had been the case. He noticed also that the lime was of bad quality, such as he "would not use for any work." He saw the viaduct for the last time four days before it fell, and noticed that Nos. 7 and 8 piers, but particularly No. 7, were "getting worse," and the cracks opening afresh, though he did not see that the bulging of No. 8 had increased.

Mr. Lockwood, a farmer, who lives 200 yards from the site of the viaduct, has seen "the men making up" cracks in Nos. 5 and 6 piers week after week. He also saw them fill up a crack at the wide end of No. 7 pier with stones as well as mortar. He says, "About four o'clock on the Saturday afternoon before the viaduct fell (which it did on Sunday morning), I passed it on my way to the field and back again. I noticed that No. 7 pier was giving way on the Huddersfield side. I saw it bulging out in three places. One was near the top, and the others below it, but above the abutments (buttresses), and nearly the whole width of the face. I told the miller, William England, about half past 4 the same afternoon, that the pier seemed to be giving way, and that it would not stand long." It appears that Mr. Lockwood had sought employment from the contractor, and from his brother, and been refused it as being too old; but his statement as to what he told the miller, William England, on the

afternoon before the viaduct fell, is corroborated by the latter.

Mr. Wimpenny, of Stoney Bank Mills, 300 yards from the viaduct, had seen the piers several times a week from the commencement of the new viaduct. No. 7 was the worst. Nos. 8 and 9 were also cracked. He saw that "they had pointed them up from time to time."

Mr. Moorhouse, a gentleman residing nearly a mile from the viaduct, visited it with Mr. Barrowclough a fortnight or three weeks before it fell, and saw a man with a long ladder making up cracks in some of the piers. He has "frequently walked under the viaduct and seen the cracks being made up," and has "seen a crack as much as five inches wide in No. 7 pier." He "looked for through-stones, because it was a regular talk that there were no throughs, but he did not see any." He "saw them putting in tailed stones, or stones which went half way through the piers, but none which went quite through, excepting at the top of the piers under the springing-course." The piers were filled up with rubble-stone, which was "put in, levelled down, and covered with mortar." He did not see any built dry. He "saw some of the foundations put in near Nos. 7, 8, and 9 piers, and the work appeared to be well done; it was a dry season."

I should observe here that the through-stones referred to in the specification were explained by Mr. Watts as meaning merely stones laid transversely from face to face of the piers in two or even three pieces. Mr. Watts states that some of the stones in the work would have answered the specification "perhaps one half of what they ought to have been."

The evidence which I have received can only lead to one conclusion. No. 7 pier was founded longitudinally on part rock and part gravel. When this foundation was subjected to a sufficient weight, the pier split longitudinally, the portions on the rock remaining firm, and the portions on the gravel settling down. The statements as to the cracks at the ends tend strongly to confirm the evidence of Mr. Wadsworth as to the character of the foundation of this pier. The buttresses which were applied to it had but little effect in checking this action, and as soon as the viaduct was loaded with ballast on one

side, in readiness for the permanent way, and while it was being prepared for traffic, this pier failed altogether, and the whole mass crumbled into ruin.

The inquiry cannot be considered to be by any means complete, without an examination of the foundations themselves, and of such parts of the work as may be visible when the debris has been cleared away. I should be glad to have an opportunity of visiting the spot at a future time when this has been done, and the foundations of No. 7 pier have been opened out. In the meantime, the point to which it is my duty particularly to direct their Lordships' attention is the very inefficient superintendence which the work received on the part of the Lancashire and Yorkshire Company. A viaduct of rubble-work requires especial care in construction, as regards the quality of the mortar, and, generally, in superintendence. These elements of security were all wanting. The lowest—a very low—tender was accepted for its construction. The foundations were put in entirely, and the work progressed, for the most part, under the inspection of an officer who was evidently, whatever may have been his good qualities, quite unfitted to the task, and without such a salary as could be expected to render him independent. The company, indeed, paid nothing specially for its superintendence, inasmuch as it was placed under the charge of the inspector of the district of 15 miles in which it happened to be. And this niggardly mode of carrying on the work must be assigned as the principal cause of failure, and of the awful risk which was occasioned to the public, who travelled regularly over the viaduct up to the time of its fall.

I think it only right to recommend, in conclusion, that as the inhabitants of Holmfirth are deprived by the fall of this viaduct of the advantages of the communication with Huddersfield and other places by railway, which they have now possessed for many years, and as they have no other railway to the town, a temporary viaduct should be erected with as little delay as possible, pending the completion of a permanent structure.

I have, &c.

H. W. TYLER,
Capt. R.E.

The Secretary of the
Board of Trade,
(Railway Department),
Whitehall.

LONDON AND NORTH-WESTERN RAILWAY.

Board of Trade
(Railway Department),
29th July 1865.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London and North-Western Railway Company for their consideration, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the accident on the 28th of June last in the tunnel on the north of New Street station, Birmingham.

I am, &c.,

W. D. FANE.

The Secretary to the
London and North-Western
Railway Company.

Broadstairs,
26th July 1865.

SIR,

IN compliance with the instructions contained in your minute of the 11th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 28th ultimo, in the tunnel on the north of the New Street station at Birmingham of the London and North-Western Railway.

This tunnel is about $\frac{3}{4}$ of a mile long, and on a gradient rising from the New Street station of 1 in 70. It is worked by telegraph, as I have before had occasion to report, and only one engine or train is permitted to be in it upon either line of rails, though any two engines or trains are permitted to be in it, one upon each line of rails, at the same time.

The tunnel has been under repair for three years. Defective portions of the brick arch with which it is lined, are taken down and rebuilt in lengths of four feet, the workmen being employed between 11 o'clock at night and 5 o'clock in the morning only, when the trains are not running. To rebuild the upper part of the arch, a timber platform is constructed on which the men work, rather more than 14 feet in the clear above the level of the rails; and the beams composing this platform are, as will be seen by the accompanying sketch, supported upon rails such as are used on the line, bent to the form, and wedged against the sides of the tunnel. The workmen who erect this scaffolding are provided with a gauge 9 feet wide, with notches to rest on the rails, and of a section to suit the maximum loading allowed on the line, as well as with a rod 14 feet long, by which to test the height of the horizontal beams; and they are expected to allow about four inches in every direction in addition to the dimensions shown on the gauges thus provided.

On the 28th ultimo the 10 a.m. goods train left the

Adderley Park goods sidings, which are a mile and a half to the south of Birmingham, at 10.10, composed of an engine and tender, six waggons loaded with pig iron, one loaded with bran, one loaded with a disabled waggon, 18 empty waggons, and a goods break-van, wrong end first. It was delayed for about 10 minutes at the ticket platform near the entrance to the south tunnel, and it then proceeded through the New Street station to the north tunnel, entering that tunnel at 10.25, at a speed of about 18 miles an hour.

It had travelled less than 400 yards in the tunnel when the engine driver felt something jerking on his engine, and the breaksman was thrown off the seat of his van, which appeared to him to come suddenly to a dead stand. The driver stopped his engine, but before he could jump off to see what was the matter, a train ran past him in the opposite direction on the up line of rails, and came into collision with some of his waggons and other debris by which that line became obstructed. The breaksman, who had been hurt in the leg, was unable to leave his van for a short time, [in consequence of his tail-rope, spraggs, and other things having been thrown against the door; but as soon as he could get the door open, he applied his break (the handle of which was outside of the door) to prevent any of the vehicles from running back down the tunnel, and made the best of his way back to the New Street station, to warn the signalman of what had occurred.

The up train which thus came into collision with the disabled goods train left Dudley for Birmingham at 10.1 a.m., one minute late, consisting of an engine and tender, a third class break-carriage, a first, a second, and a third class carriage, a third class break carriage, in which rode the acting guard, and two other carriages without a break behind them. This train entered the north end of the tunnel at 10.28, at a speed of about 9 miles an hour. The tunnel was quite dark and full of steam and smoke after the passage of previous trains, and the engine driver felt his engine run suddenly against what he afterwards discovered to be some goods waggons and portions of fallen scaffolding. The engine mounted one of the waggons and part of the scaffolding, and stood with its leading end up in the air, partly on its side, leaning towards the intermediate space between the two lines of rails. The acting guard, who rode in the carriage last but three in this train, was thrown by the violence of the shock from his break compartment through the wooden partition into the third-class compartment in front of it, and he did not recover his consciousness for some minutes. None of the carriages left the rails, and they were all in a condition to travel forward after the accident, but unfortunately 21 of the passengers were injured, and three of them seriously.

There appears to be no doubt that this accident was caused by the truck before referred to as loaded upon another truck, having come in contact with the scaffolding in the tunnel. The rib with which it first came in contact was 1,138 feet from the mouth of the tunnel; and a second set of scaffolding was struck, as the train proceeded forward, 356 feet in advance of the first. The trucks and portions of both scaffoldings were thrown on the up line, and were struck by the engine of the passenger train 79 feet in advance of the second scaffolding.

The two trucks were high-sided coal trucks, numbered 304 and 703, and hired by Messrs. W. and T.

Phillips, coal merchants, of 25, Coal Exchange, London; the former, which was uppermost, from the Lancashire Waggon Company, and the other from the Metropolitan Railway Carriage and Waggon Company. They were so loaded on the 24th June, four days before the accident, at the Willesden Junction, near London. They were taken thence to Rugby, and from Rugby to the Adderley Park sidings, from which they started on the morning of the 28th June, as already explained. But there is no gauge, either at Willesden or at Adderley Park, to enable the waggon examiners to ascertain whether or when the dimensions laid down in the Clearing House Regulations for the maximum load of carriages and waggons are exceeded.

Two waggons of similar construction were loaded together in a similar manner, at my request, at the Willesden junction on the 22nd instant, the near wheels of the upper waggon lying inside the body of the lower waggon, and the off axle-boxes of the former resting on the side of the latter. I found that the height on the low or near side of the upper waggon was 11 feet at one end, and 11 feet 1 inch at the other, and that the side of the upper waggon extended 23 inches beyond the outer edge of the rail. The maximum load laid down for this part of the London and North-Western Railway is 9 feet wide, by 13 feet 3 inches in the centre, and 10 feet 7 inches at the side. And it will thus be seen that the loading of these waggons was five or six inches higher at the low or near side than it ought to have been. The chief blame in such a case would rest ordinarily with the goods foreman or waggon examiner under whose orders the waggon was loaded and despatched, because it is assumed at succeeding stations that a waggon has been sent away from its starting-place in a proper condition, and that if the load has not shifted on the journey the loading dimensions have not been exceeded. But I cannot blame the foreman at Willesden, so long as he is unprovided with the means of ascertaining whether the loading is correct. I conceive that it is rather my duty to recommend that gauges be at once supplied at that goods station and junction, as well as at the Adderley Park sidings, and at all other stations, junctions, and sidings at which goods trucks are loaded or from which goods trains are despatched. It would be useful also to place a gauge over the middle down line at the New Street station, Birmingham, along which the train in question passed on the 28th ultimo, under the foot bridge across that station, to correspond with that which already exists over one of the side lines, with a bell attached to it, to ring when the gauge is struck at any time by a passing load.

I may add, in conclusion, that if the accompanying section could be taken as a guide to the dimensions of the tunnel and scaffolding, there would still have been five or six inches to spare between the near edge of the waggon and the rib wedged against the sides of the tunnel, and I can only conclude therefore that some irregularity in the shape of the arch or the fixing of the rib must have combined with oscillation in the waggons to cause them to come together as they appear to have done in producing this accident.

I have, &c.,

*The Secretary
Board of Trade,
Whitehall.*

H. W. TYLER,
Capt. R.E.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 24th August 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the directors of the London and North-Western Railway Company [Lancashire and Yorkshire Railway Company], the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred, on the 22nd ultimo near the Salford Junction on the London and North-Western Railway.

I am, &c.
W. D. FANE.

*The Secretary of the
London and North-Western
Railway Company.*

*The Secretary of the
Lancashire and Yorkshire
Railway Company.*

SIR,

Whitehall, 16th August 1865.

I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 25th ultimo, the result of my inquiry into the circumstances which attended a double collision that occurred on the 22nd ultimo between a passenger train belonging to the London and North-Western Railway Company and an empty engine and a passenger train belonging to the Lancashire and Yorkshire Railway Company, on the London and North-Western Railway, nearly midway between Salford Junction and Victoria Station, Manchester, when 15 passengers in the Lancashire and Yorkshire train received injuries which are represented to be not severe, and no persons in the London and North-Western train were hurt.

The Salford Junction is not quite three-quarters of a mile distant from the Victoria Station, and up to the end of last month the traffic belonging to both companies, to the west and north-west, from Manchester, was worked over this portion of line, which, in consequence of the crowded state and insufficient amount of siding accommodation for the Victoria Station, is also greatly occupied by the formation and shunting of trains and the running to and fro of empty engines. It is entirely on a viaduct and is curved, so that the view is obstructed and limited by houses and buildings.

The Salford Junction, belonging to the London and North-Western Railway Company, is protected by junction and distant signals in each direction, and a London and North-Western signalman is placed over New Bailey Street about 200 yards on the Manchester side of the junction, to caution trains by means of flags, red and green by day, and lamps, red and white by night, as they arrive or depart, when other trains are immediately in front of them. His view, however, towards Manchester is limited to about 200 yards.

The approach to the Victoria Station from the west is protected by station, distant, and an intermediate signal intended to act as a repeating signal for the distant signal, which cannot be seen from the lever handles placed at the west end of the bridge over the River Irwell. Special regulations with reference to these signals were issued no later than the 3rd June last, as an alteration in the position of the signals was then about to be made, in consequence of the near completion of the Lancashire and Yorkshire Company's new line of railway between Salford and Victoria Station, which runs alongside of the London and North-Western line nearly throughout the whole distance.

It appears that on the 22nd ultimo, the Lancashire and Yorkshire north train, appointed to leave Fleet-

wood for Manchester at 2.55 p.m. and which consisted of engine and tender and 15 vehicles, including 2 break vans, with a guard in each van and with continuous breaks on 3 vehicles at the two extremities of the train, passed the Salford Junction, and came to a standstill, with the last vehicle 470 yards east of the junction about 5.20 p.m., in consequence of the station, repeating, and distant signals being all on at "danger." It was followed without delay by a Lancashire and Yorkshire empty engine proceeding from Salford to Victoria Station for the purpose of taking out a train from that station, the signalman, Eccles, at the New Bailey Street box, having cautioned the drivers of both engines by green flags and by telling them that there were trains ahead. Both are said to have been proceeding quite slowly, or at four miles an hour according to signalman Eccles, and both passed out of his sight. Shortly after, for the actual interval of time is uncertain, the London and North-Western 4.20 p.m. train from Liverpool to Leeds passed the Salford Junction, the signals being lowered for it to pass, without any hand caution signal being shown by the junction signalman to the driver of the train, which seems to be the practice when trains follow each other closely past this junction. The signalman, Eccles, states that it passed his box two or three minutes after the empty engine, and that he showed the driver of the London and North-Western train a red flag when the driver was about 35 yards west of his box; that the driver was doing something on the near side of his engine, and he does not know whether he saw him or not; that there was a Lancashire and Yorkshire down train coming from Manchester at the time, and it passed between him and the London and North-Western train. He says that the London and North-Western train was travelling faster than the other trains, or about eight miles an hour, and, in consequence, he showed the driver the red flag, otherwise he would have cautioned him with the green flag, similarly to the Lancashire and Yorkshire train and empty engine. The London and North-Western train did not pass quite out of his sight before it had run into the empty engine, and pushed it forward till that engine had come into collision with the Lancashire and Yorkshire train. The driver of the London and North-Western train, which consisted of engine and tender and 11 vehicles, with one guard for the whole train, with a single and not a continuous break to it, states that he saw the signalman, Eccles, at his post, and that he had a green flag in his hand, but that he gave him no signal whatever; that he did not exceed seven miles an hour at any time from the taking over the train at Ordsall Lane to the time at which the collision took place; and that he was not running more than three or four miles an hour when he struck the empty engine. He complained that neither the guard of the train nor the fireman of the empty engine had gone back to protect the tail of their trains, and he adds that as soon as he saw the empty engine in front, he did his best to stop by reversing the engine, putting on the tender break, and whistling for the guard's break.

The empty engine could have been seen by the driver of the London and North-Western train for a distance of 110 yards, and if he had only been running six or seven miles an hour, as he stated, and had been keeping a very good look out, there would have been space enough to have allowed the train to be stopped before the collision with the engine took place, if the London and North-Western train had been supplied with a fair proportion of break power. The contrast between the proceedings of the two companies in this respect is very great; one supplies 6 vehicles out of 15 with breaks, while the other allows 1 out of 11 only to have them. The guard of the Lancashire and York-

shire train states that the London and North-Western train came round the curve at a speed of from 15 to 20 miles an hour. I think it likely that this is somewhat in excess of the real rate, as the driver's estimate is actually below it. The guard of the Lancashire and Yorkshire train says he went back to protect the tail of his train after it stopped, and cautioned the driver of the empty engine, which, according to one statement, drew up within 3 yards of the Lancashire and Yorkshire train, and according to another at 15 yards from it. The collision took place about 5.29 or 5.30 p.m. The buffer plank of the London and North-Western engine was broken, and the buffers knocked off. No vehicle was thrown off the rails, and not much other damage to any other of the vehicles was done. But the inquiry into the circumstances which attended this collision has elicited facts that are not creditable to those engaged in the management of the London and North-Western line and traffic at the Victoria Station, Manchester, although it must be admitted that they have had great difficulties to contend with in an enormous amount of traffic, an insufficient amount of siding accommodation, and a very indifferent station, which obliges the up and down through traffic to be worked on a single line and from a single platform for both Railway Companies.

Thus, the Company's printed regulations issued for the guidance of the Company's servants, direct every person entrusted with signals to stop all trains or engines that follow others when an interval of 5 minutes of time has not elapsed. There are no special regulations, I was informed, for this line between Salford Junction and Victoria Station, and yet I ascertained that engines and trains were permitted to follow each other past the junction, in defiance of the printed regulations, without any interval of time between following trains being preserved.

Now, it is not unlikely that if a fatal result should attend any collision on the line between Salford Junction and Victoria Station, some servant of the Company would be liable to be tried on a charge of manslaughter for the non-observance of this rule.

Again, another rule, which directs the guard of a passenger train or the fireman of an empty engine to go back 1,000 yards, in the event of the train or engine being stopped or disabled from proceeding from any cause, is certainly not observed in this locality.

A third rule directs an engine-man to bring his engine or train to a stand at the auxiliary signal post, then to open his whistle and proceed with caution

towards the station. Now, I may safely state that this is never attended to between Salford Junction and Victoria Station.

It is unnecessary to discuss whether these rules are proper ones to be upheld for this locality or not, but if the officers of the London and North-Western Railway Company think they are suitable, proper means should be adopted for their being maintained; and if, on the other hand, they deem them to be unsuitable, special regulations should be issued setting aside the general ones.

Again, I have already stated that the distant signal worked from the Victoria Station had been erected since the 3rd June, the exact date is uncertain; but it will scarcely be credited that up to the time of my making the inquiry it had never been used as a signal should be used, as it had stood at danger at all times, and the drivers of trains entirely disregarded it. The signalman at Victoria Station reported on the 25th ult. that it could not be worked, and on the 27th I ascertained that it was still in the same state, and that the intermediate signal, which was intended to serve as a repeating signal for the distant signal, was, from its peculiarity of construction, quite useless for that purpose.

As the new line between Salford and Victoria Station belonging to the Lancashire and Yorkshire Railway Company is now opened for traffic, the London and North-Western line will be greatly relieved by the absence of the Lancashire and Yorkshire trains and empty engines. But the London and North-Western one-sided station at Victoria is very objectionable and dangerous, so that collisions frequently take place which are not reported to the Board of Trade.

In my opinion it is greatly to be regretted, as far as the safety of the public is concerned, that arrangements were not recently made for a joint station for the two Railway Companies at the Victoria Station. As it now is, there are two separate stations, and both of them are bad and inconvenient.

The chances of preventing collisions near the locality where this one occurred would be increased if the signalman Eccles, were shifted to the middle of the curve nearly opposite to the old mill that obstructs the view, but he should be furnished with semaphore signals.

I have, &c.

*The Secretary of the
Railway Department,
Board of Trade.*

W. YOLLAND,
Col.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 11th September 1865.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London and North-western Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred, on the night of the 7th ultimo, at the Dudley Station of the London and North-western Railway.

I am, &c.

*The Secretary of the
London and North-western
Railway Company.*

SIR, *Birmingham, 8th September 1865.*

I HAVE the honour to state for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 29th ultimo, the result of my inquiry into the circumstances which attended a collision that occurred on the 7th August, at the Dudley Station of the London and North-

western Railway, between the engine of a goods train and a passenger train about to leave the station for Dudley Port, when about 17 persons were slightly injured.

It appears that on the night of the 7th ultimo, a goods train arrived at Dudley from Wichenor, about 9.25, and after the driver had shunted the in and out goods trains from the sidings, he took the engine on to the turn-table at the southern end of the station for the purpose of turning it prior to taking out a goods train for Wichenor, due to leave Dudley at 10.5. After he had turned the engine he brought her to a standstill below the points leading from the turn-table, and then got off and left the engine, having, as he says, told the fireman before he left not to move the engine; but this is distinctly denied by the fireman. One of the company's regulations prohibits a fireman from moving an engine if the driver be not present, but on this occasion it is certain that the fireman moved the engine from the points before referred to out on to the main line, and then reversed the engine, and moved the engine in an opposite direction, by the passenger departure line of rails to the other end of the station yard so as to

get, by shunting, in front of the leading end of the goods train which was appointed to be taken from Dudley for Wichenor at 10.5 p.m., without having previously looked over the side of the engine to ascertain if the departure line was clear for him to proceed.

He states that he sounded the whistle three times for the signal which applies to a goods train to be taken off, and he thus virtually admits that it was at danger; but the fact was that he could not have looked ahead at all at the signals, otherwise he must have seen two red lights on the last carriage of the 10.15 p.m. local train between Dudley and Dudley Port, which was then standing at the side of the down platform and on the identical road which the goods engine had to travel in order to get to the west end of the station yard. The distance between the points where the goods engine came out on to the main line, and the spot where the last carriage of the local train stood is about 115 yards. It is on a gradient on which carriages will not stand at rest, unless a break be applied, and the fireman admits that he turned on the steam to go ahead and did not

see anything of the train in front. A slight collision occurred, so that the tail lamps on the last carriage of the local train of four carriages were broken. The local train was in the act of starting or the collision might have been more severe.

The fireman states that he had frequently done the same thing before. He is said to be a man of good character, and it is evident that the collision was entirely due to his carelessness in not having looked over the side of the engine to see if the line was clear before he moved the engine, and his infraction of the company's rule in moving the engine when the driver was absent.

I am unable to state whether the driver or fireman is correct as to the driver having forbidden the fireman to move the engine until he returned to it.

The fireman has been dismissed the company's service.

I have, &c.

*The Secretary
Board of Trade,
Whitehall.*

W. YOLLAND.
Col.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 22 Sept. 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London and North-western Railway Company, the enclosed copy of the Report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred at the Victoria Station, Manchester, on the 14th ultimo.

I am, &c.

*The Secretary of the
London and North-western
Railway Company,
Euston Square.*

W. D. FANE.

*Sandown, Isle of Wight,
14th September 1865.*

SIR,

I HAVE the honour to state for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 29th ulto. the result of my inquiry into the circumstances which attended a collision that occurred on the 14th ultimo, at the Victoria Station, Manchester, of the London and North-western Railway, between a passenger train entering the station and the engine of an empty train then standing in one of the sidings preparatory to leaving for Patricroft, when 15 of the passengers were slightly injured.

It appears that on the morning in question, when the 8 a.m. down train from Manchester to Wigan was leaving the Victoria Station, one of the carriage cleaners jumped on the step of the guard's break van, and told the guard that his break was of no use, as it was in some way broken; and when the train reached Ordsall Lane the guard says he got out of the van and went to the driver of the train and told him that his break was of no use, so that he would have to do all the stopping of the train himself, and the driver is stated to have replied that he would run steadily up to all the stations. On the arrival of the train at Wigan, the engine was detached, but it is not certain whether it was detached before the train actually stopped or after it came to a stand still, and as Wigan Station is on an incline on which carriages will not stand unless a break is put on, no sooner had the train stopped and the few passengers who were in the train had got out on to the down platform, than the train began to run backwards; and it had run something like 100 yards when a pointsman laid hold of

the points leading into the goods siding and turned the empty train into the goods siding, where it came into contact with a goods waggon, but did no damage as the pointsman eased off the break on the waggon before it was struck. The driver was then obliged to go down into the siding to bring the train out of it, and according to the guard, he got on to the engine and asked the driver how it was that he unhooked at Wigan after he had told him that his break was of no use, and he says that he told the driver not to unhook from the train until they had got it made secure. The train was then taken out of the goods siding up to the down platform, where some of the wheels were scotched and the engine then ran round the train and took it across to the up road and up platform; the parcels, luggage, and passengers were taken in, and the train started for Manchester on the return journey at 9 a.m. The train consisted of a tank engine, 4 carriages, and the guard's break van, the break van being placed with one carriage between it and the engine. This train stopped at all stations up to Worsley on this return journey, and from thence it ran to Ordsall Lane, 1 mile from Victoria Station, where the guard states that the driver called to him to ask if anything had been broken in the goods siding when the train ran back into it, and the guard says he answered in the negative, and that he again complained to the driver of his having unhooked at Wigan after he had told him that his break was of no use. He says the driver asked him if he should report it, and was answered in the affirmative.

The engine took water at Ordsall Lane and the tickets were collected, and the guard states that while he was talking to the driver, he was called away by one of the passengers, and the driver got on to the engine, and the train shortly afterwards was started for Manchester. He also states that the train travelled at unjustifiable speed between Salford Junction and Victoria, and that as he approached the facing points by which all trains are turned from the main up line on to the down main line (or wrong road) and from thence by another pair of facing points where all carriages are turned into the sidings and docks, to and from which local trains arrive and depart, he began to fear that the driver would uncouple the engine while it was running at a rate of 15 miles, and in consequence he got out on to the step of the van and both whistled and called out to the driver in order to attract his attention but did not succeed in doing so, and then he called out and signalled to the pointsman to allow the carriages to follow the engine into the station. The first pointsman allowed the

train to follow the engine, from which by this time it had been uncoupled, a short distance on the main down road, but the second pointsman turned the carriages into No. 2 siding line, while the engine continued to run along the main down road towards the through train one sided passenger platform. The guard states that after seeing the train divided from the engine, having no power to stop it with his break he jumped out on the right hand side as the carriages were running up to the siding platform, and called out to passengers to sit fast and hold on firmly, and the collision with the engine of the Patricroft train then took place at a speed which he estimates at 15 miles an hour but which estimate is probably in excess of the true rate. This Patricroft train had been placed alongside of the siding platform to be ready to leave at the appointed time.

This guard's statement is partially supported by the fireman, but the officers of the company do not place reliance on the confirmation, as they consider that it differed from the statements which were made when an inquiry was first instituted immediately after the collision took place.

Both the driver and guard have been dismissed. I did not see the driver, and although it is by no means easy to apportion the exact amount of blame that should rest on these men, it is quite certain that after what occurred at Wigan at the end of the down journey, the driver was very much to blame for having unhooked the engine as he was descending the incline of 1 in 164 towards Victoria Station. The officers of the company think it was a part of the guard's duty to ascertain that his break was in proper order before he stated the train in the morning, but there is no rule to that effect in the company's regulations, and it is certain that guards do not always make a point of ascertaining this fact before their trains start.

The break was examined on the previous night (Sunday) and found in good working order, and the porter who acted as shunter in the Victoria Station yard on the Monday morning states that he got into the van as the train was descending the incline, by the action of gravity, towards the platform siding and he tried to stop the carriages, but found he could not do so, as the break was useless, and they were only brought up by the buffers at the end of the siding. A carriage washer then offered to go and look for the carriage examiner, and did go, but was unable to find him, and when the train left, he

cautioned the guard, as I have already stated, that his break was out of order, and that he had better not have the engine taken from the train when running into Victoria Station. He did not tell any inspector and the station master was not present.

Although fortunately no very serious injuries were received by passengers in this collision, the circumstances elicited, have disclosed mismanagement independent of that of the driver and guard of the train.

Thus, a porter, acting as shunter, finds the break of a guard's van useless when a train is being taken to the platform, in order that it may start without much delay. He calls out for the carriage examiner, and being unable to make him hear, and having other duties to perform he gets a carriage washer to seek for the carriage examiner, but the latter cannot be found.

No proper supervision appears therefore to be exercised at the Victoria Station, as this train was permitted to start in a worse condition than if it had been sent without any guard's van at all, as there was so much additional weight to control in descending the inclines or in stopping at the stations. The station master or the platform inspector should be on the platform to see all trains start, and he should have been made acquainted with the fact that the break in the van was useless.

Allowing a train to leave in this state was the more reprehensible, as it was perfectly well known, that the objectionable and dangerous practice of fly shunting or the unhooking of the engine from the carriages while in motion, and then turning the engine by a pair of facing points in one direction while the carriages were subsequently turned into a different line, had long been followed at the Victoria Station for all local trains from the west.

I understand the practice of fly-shunting is now to be given up, and I wish I could add that the Directors of the London and North-western Railway Company had determined to remodel their Victoria Station.

They are making great improvements at many of their stations, but I am not aware of any one that so much requires alteration in order to provide for the safe working of trains as this Victoria Station.

I have, &c.

*The Secretary
Board of Trade,
Whitehall.*

W. YOLLAND,
Col.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade,
(Railway Department),*

SIR, *Whitehall, 20th September, 1865.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you to be laid before the Directors of the London and North-western Railway Company, the enclosed copy of the Report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred near the Waverton station on the 30th ultimo.

I am, &c.,

*The Secretary of the
London and North-western
Railway Company,
Euston Square.*

W. D. FANE.

Sandown, Isle of Wight,

SIR, *15th September 1865.*

I HAVE the honour to state for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 7th instant, the result of my inquiry into the circumstances which attended the collision that occurred at Waverton coal

siding, about $3\frac{1}{2}$ miles from Chester, on the London and North-western line, between Chester and Crewe, on the 30th ultimo, between an Excursion train and the engine of a Salt train, when about 20 passengers received injuries, but it is hoped that none of them may prove serious.

The 12 h. 30 m. P.M. Salt train from Crewe to Chester arrived at Waverton coal sidings, which are situated about 600 yards on the Chester side of Waverton station about 1 h. 35 m. P.M. It was stopped by the down distant signal, worked from the sidings towards Waverton station, being on "at danger" against it. The train was brought to a stand on the down line, and the engine was then detached from it, and went across to the up line, and was then shunted into the coal sidings for the purpose of taking out some empty coal waggons. The engine was engaged for some minutes in marshalling waggons in the coal sidings and then got out on to the up main line with three waggons attached, when an Excursion train was seen to be rapidly approaching from Chester. The driver of the Salt train was engaged in pushing these waggons back into the siding, and had got the waggons clear of the up line, when the engine of the

Excursion train came up and struck the engine of the Salt train and glanced off from it, getting off the line, and then running into the salt waggons which had remained standing on the down line, and knocking several of them off the road. The Salt train engine was also thrown off the line, as well as two of the carriages of the Excursion train. A good deal of damage was done to the engines, carriages, and waggons. The speed at which the excursion train was travelling at the time when the collision took place is variously estimated by the different witnesses at from 5 or 6 to 15 or 16 miles an hour, and judging from the amount of damage done, I should think it did not fall far short of the higher rate named above.

Waverton coal siding is protected on the Chester siding by a distant signal only, placed 640 yards from the lever handles near the points leading into the sidings. There are no station signals. The distant signal is a low signal, and to a train coming from Chester it is backed by trees, so that although the view is not intercepted by any intervening object for a distance of 400 yards, and at intervals only up to 550 yards, in a bright sunny day it is very badly seen, and it is even difficult to keep it in sight when walking steadily back from it.

The train which ran into the salt train was the North Staffordshire excursion train which should have left Chester at 1 h. 10 m. p.m., but in consequence of detentions by signals at Mostyn and Mold Junction, it did not leave Chester till 1 h. 35 m. p.m., or 25 minutes late. It consisted of engine and tender and 31 vehicles, including 3 break vans with 3 guards, and the driver states that he did not see the Waverton coal siding up distant signal until he got close to it, and then he mistook it for a caution signal, but from nearly the whole of the evidence it is quite certain that it was on at danger, and had been placed at danger as soon as the salt train stopped there.

The driver further states that he shut off the steam a few yards after passing the distant signal, but did not cause the tender break to be put on, or whistle for the guard's breaks, until he could see what was on the road in front, and ascertain whether the other engine was in the siding or on the up road; and after coming round the curve and getting about half way between the distant signal and the siding he then had the tender break put on, whistled for the guard's breaks, reversed the engine, and put the steam on the reverse way, and, in fact, did all he could to stop. Two of the guards of the excursion train state that they saw the distant signal at danger before they reached it, one at 100 yards from it, and the other at

200 yards, and both say that they proceeded at once to put on their breaks without waiting for the signal whistle from the driver calling upon them to do so. None of the servants of the company with the excursion train place the speed of the train at a higher rate than 30 miles an hour, and most of them name 20 miles an hour as the probable speed; but as the head guard states that the train left Chester at 1 h. 35 m., and that he looked at his watch immediately after the collision took place, as he was going back, and found that it was then 1 h. 44 m., I am of opinion that they must have been travelling at a higher rate than 30 miles an hour.

There can be no doubt that the driver was greatly to blame for not having immediately taken the necessary steps for arresting the progress of his train as soon as he was made aware by the fireman that the distant signal was at danger, admitting that he mistook it for a caution signal when he first saw it. He has been dismissed the company's service.

It is supposed that there were between 6 and 700 passengers in this excursion train, and the engine was driven by a man who had only been nine months a driver. These unwieldy excursion trains are very unmanageable, and if they are run at all, they should be confided to the most experienced drivers in the company's service, and be furnished with a very much larger proportion of break power than in this instance. I believe the London and North-Western Railway authorities are at last convinced, that it is perfectly practicable to employ a much greater proportion of break power by using continuous breaks, without any material additional expense, but they have been an uncommon long time in arriving at this conclusion, and are now, I am glad to say, about to act on it.

The up distant signal should be placed at a greater distance from the coal siding, and as it could not then be seen from the siding, the present signal, if raised, would still serve as a repeating signal, if properly connected with the new distant signal, which should be a much higher one than the present one.

Up and down station signals are also required at the coal siding, because the company's rules are not upheld, which direct all drivers to stop at the distant signals when at danger, and then proceed cautiously;—instead of doing so, they almost invariably try to whistle them off, and run past them, and that is one of the principal causes why there are so many collisions.

I have, &c.

W. YOLLAND,
Col.

*The Secretary
Board of Trade,
Whitehall.*

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 27th September, 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council of Trade to transmit to you, to be laid before the Directors of the London and North-Western Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred at the Wolverhampton station on the 2nd inst.

My Lords trust that the Directors will give the report their most careful consideration.

I am, &c.

W. D. FANE.

*The Secretary of the
London and North-Western
Railway Company.*

Sandown, Isle of Wight,

19th September, 1865.

SIR,

I HAVE the honour to state for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 6th instant, the result of my inquiry into the circumstances which attended a collision that occurred on the 2nd instant at the ticket platform of the Wolverhampton station of the London and North-Western Railway, between two passenger trains, when 39 passengers were injured, and it is feared that 5 of this number are rather seriously hurt.

The Wolverhampton station on the Western side is protected by a station signal a short distance west of the station, and by an up distant signal at the Cannock Road, 646 yards from the station signal from which it is worked. There was formerly a junction with the Great Western Railway at this

point, and this distant signal then formed one of the junction signals, and there would then be an up-distant signal worked from this junction towards Bushbury Junction, which is distant about a mile from Wolverhampton station, but the junction with the Great Western Railway has been taken out, and the up-distant signal worked from that junction been done away with. There is, however, an intermediate signal between Wolverhampton station signal, and the up-distant signal at the Cannock Road, which is 308 yards from the station signal. The distant and intermediate signals are worked by the same wire, and the ticket platform is situated between the station and intermediate signals.

On the night of the 2nd instant, the 6h. 30m. p.m. up Liverpool passenger train, consisting of 8 vehicles and a horse box at the tail of the train, stopped at the Wolverhampton ticket platform at 10h. 10m. p.m., the horse box standing 176 yards inside the intermediate, and 514 yards inside the up distant signal at the Cannock Road.

The line from Bushbury Junction to Wolverhampton station is on a rising incline of 1 in 100 for nearly the whole distance, and the station, intermediate, and distant signals can be seen on a clear night for the greater part of the whole way.

The 8h. 50m. p.m. passenger train from Walsall to Wolverhampton, via Bescot and Bushbury Junction, which consisted of a tank engine and four carriages, with continuous breaks on the two last carriages, left Bushbury Junction for Wolverhampton shortly after 10h. 10m., or 30 minutes late.

The driver of the train admits that the up distant signal at the Cannock Road was at "danger" as he approached it, and he states that he shut off the steam before he reached it, and opened the steam whistle as he came to it, for the purpose of whistling it off, and finding that the speed which he estimated he was running at (20 miles an hour), did not diminish as rapidly as he expected, he turned round to see if the fireman was putting on the break, and found he was turning the handle the wrong way. He says he told him to hold on but did not tell him that he was putting the break on the wrong way, and that he did not know what to do, whether to go to the break himself or to reverse the engine, but that he reversed the engine, having failed in the first instance to do so, and succeeded in the second attempt; he then turned on the steam the reverse way, and whistled for the guard's break, when he was about the intermediate signal, which, as before stated is only 176 yards from the spot at which the collision with the horse box at the tail of the Liverpool train immediately afterwards took place, at 10h. 17m. p.m., as the train was about to start.

The effect of the collision was to crush the horse box which was loaded with fish, and to break in the end of the van next to it. The leading wheels of the engine mounted but did not get off the rails. Nearly the whole of the passengers who received injuries were seated in the Liverpool train, and it is fortunate that there was a horse box at the rear of the train or the consequences might have been much more serious. It is probable that the passengers in the Walsall train escaped being injured in consequence of there being continuous breaks applied on the two last carriages which would in a great measure prevent them from recoiling. The driver of the train estimates the speed of the train at the time of the collision at 6 or 7 or perhaps more miles an hour, while the guard of the train names 10 or 12 miles an hour, and I think this rate more likely to be correct than the other.

The guard of the train saw the up signal at the Cannock Road on at danger just before they got to it, and he says he put his break slightly on and then looked out and saw that the intermediate signal was also at "danger," and then he put his break rather tighter on, and he looked again as he passed the intermediate signal, and thought the signalman must have

been calling them on. He then saw the tail lights on the Liverpool train and heard three sharp whistles for the breaks, and then he put his break hard on. He estimates the speed at which the train came up the incline at 40 miles an hour.

Now it must be recollected that this train should have been brought to a standstill at the ticket platform where the other train was then standing, and the collision affords a good illustration of the system under which traffic is worked past distant signals on at "danger" on the London and North-Western Railway. The company's regulations direct that all trains shall be brought to a stand at a distant signal when it is on at danger, and then draw cautiously forward if there is no obstruction in the way; but the officers do not uphold the rule and the practice is to endeavour to whistle them off and to run past them, and endeavour afterwards to pull up if anything is on the line. The regulation is a good one, and the practice followed most objectionable and dangerous.

As to the causes which produced this collision I consider that no dependence whatever can be placed on the driver's statement that the fireman put on the engine break by turning the handle the wrong way. It is directly contradicted by the fireman himself and by the examination which was made about 20 minutes after the collision took place by the locomotive foreman stationed at Bushbury Junction. It seems that the driver made a complaint of the fireman, who was a stranger to him, to the foreman, that he had turned on the break the wrong way, and the driver was then asked by the foreman whether any one had moved the break since the occurrence took place, and was answered in the negative. The foreman then examined the break and found it hard on.

Another fireman rode up on the engine from Bushbury Junction to Wolverhampton, and he distinctly contradicts several of the statements made by the driver which bore on the same fact, and I am thus obliged to discredit the statement, and I can only conclude that he was driving recklessly up the incline, and failed to pay proper attention to the signals, so as to have his train under control in order to stop at the ticket platform.

In the course of the investigation it appeared that on the previous day, this driver came on duty at 6 p.m., went to Walsall, and got back to Wolverhampton at 9h. 30m. p.m. He then went to Bushbury Junction and remained shunting trains there until noon of the next day. He then went home and went to bed about one o'clock, or half past one o'clock, and got up again at half past three o'clock. He then relieved the man who was piloting at Wolverhampton at five o'clock, and went to assist the up Scotch express from Bushbury to Wolverhampton at 6h. 40m. and reached Wolverhampton at 6h. 50m. p.m. After shunting two or three trains he went to Walsall at 7h. 30m. p.m., and got there at 8h. 15m. Left Walsall at 9h. 20m. and it was on the return journey that this collision took place.

I am not prepared to say that the collision in this instance was occasioned by the long hours the driver had been working and the short interval of rest which he had had; but it is manifest the public safety would be seriously endangered if such long hours of labour be permitted, and I think the attention of the directors of the London and North-Western Railway Company should be called to the subject, as well as to the practice which has got into use with respect to passing distant signals at danger without stopping.

I am glad to learn that the telegraphic system of working traffic on the London and North-Western Railway which now extends as far as Wolverhampton from the south is to be extended beyond it and on towards Stafford.

I have, &c.,
The Secretary W. YOLLAND, Col.
Board of Trade,
Whitehall.

LONDON AND NORTH-WESTERN RAILWAY.

Board of Trade
(*Railway Department*),
Whitehall, 8th January 1866.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the London and North-Western Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the two collisions that occurred near the Sudbury station on the 4th ultimo.

I am, &c.

The Secretary of the W. D. FANE.
London and North-Western
Railway Company.

Gloucester,

SIR, 4th January 1866.

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your Minute of the 11th ultimo, the result of my inquiry into the circumstances which attended two consecutive collisions that occurred on the 4th December, a short distance south of Sudbury station, on the London and North-Western railway, when about nine passengers received slight injuries, and the two guards of the passenger train and a fireman of one of the coal trains were also hurt, the latter somewhat seriously.

At this part of the London and North-Western railway there are one down main line, used for all kinds of traffic, and two up lines, one of which, the up main line, is devoted to the passenger traffic, and the other to the mineral and goods traffic and an occasional passenger train. The up and down main lines are worked with the assistance of the electric telegraph, 42 telegraph stations having been established between London and Rugby (82½ miles), placed on an average nearly two miles apart. The second up line is worked in the ordinary manner without the assistance of the telegraph. Each telegraph station is supplied with a station and two distant signals, one in each direction, and the company's regulations for the main lines direct that "danger signals are to be shown until the line is telegraphed clear, and any engine or train arriving within this period is to be stopped, and the driver and guard told by the policeman on duty that the line is blocked according to the indication of the needle."—Rule No. 44, page 22.

Again, the instructions to engine drivers and guards, state, No. 18, page 26: "On approaching a telegraph signal station, should the signal be at danger, you are to bring your engine to a stand at the signal, and wait verbal instructions from the policeman in charge."

Unfortunately, as I shall have occasion to show, these instructions are practically set aside, and seldom, if ever, obeyed.

On the afternoon of the 4th ulto., a ballast train travelling on the second up or goods line, left Harrow, proceeding towards London, for the purpose of dropping ballast at one or two places on the line near Wembley and the bridge over the Brent River, about 3h. 4m. p.m., and after some ballast had been dropped near Wembley the train proceeded to the bridge over the Brent, a ballast signalman remaining on the line, near the up distant signal, which is about 660 yards north of the Brent telegraph station, and in due course this signalman exhibited his signals, and caused the 10h. 5m. a.m. up coal train to pull up and slacken speed, and then it passed slowly on until it had drawn close up to the rear of the ballast train, and then stopped with the van at the tail of the train, about

220 yards south of the Brent telegraph station. The ballast signalman, as the coal train passed, left his post near the up distant signal, and got on to the step of the break van of the coal train, on his way to join his own train, but he left no signal of any kind on the railway to serve as a protection to the rear of the second coal train, and the breaksman of that train rode in the van till the train stopped, and then he proceeded to put on his side lamps and went back, after some minutes delay, with his signals, in order to protect the tail of his train.

Apparently the ballast signalman thought he was doing what he considered right in proceeding to rejoin his own train, but the effect of his act, coupled with the gross neglect of the breaksman of the coal train in not getting down from his van with his signals when the speed of the train was reduced to six miles an hour, or at all events not going back as soon as his train stopped, was to leave the second coal train entirely unprotected from a following train, except by the tail lights exhibited on the break van.

The line at this part is on a curve and in a cutting, so that these tail lights could not be seen at a greater distance than about 320 yards by the driver of a train on the up goods line. In about 6 or 7 minutes after the coal train had stopped, the 10h. 55m. a.m. up coal train came up and ran into the van at the rear of the first coal train, when the engine was thrown off the rails to the left, and fell over on to its left side; the tender was separated from the engine and canted round; the fireman was embedded in coals on the foot-plate of the engine, and was seriously scalded and hurt. The van and two coal trucks of the first coal train were smashed to pieces, and a furniture van belonging to the second coal train, which stood next to the tender, and a coal truck were thrown off the rails to the right, and blocked the up main passenger line.

The breaksman of the first coal train had got back to just opposite the Barnet telegraph station, and the policeman on duty there, when he saw the second coal train advancing from the north, showed a red flag towards the train, which, if the driver had been looking in the direction of his post, could have been seen at a distance of 500 or 600 yards, or upwards of 700 yards from the rear of the break van of the first coal train; but it does not appear to have been seen until the train was close upon an over accommodation bridge about 100 yards north of the Brent signal station; and although the driver states that he did all in his power to stop after he saw the signal, the second coal train ran into the first coal train at a speed which the driver estimates at 14 miles an hour, with the results which I have already stated. This occurred about 3h. 50m. p.m.

The policeman on duty at the Brent telegraph station, on seeing the up main line apparently fouled in consequence of the collision between the two coal trains, very properly, and also, it seems, very promptly, put on all his signals to "Danger," as he had previously given "Line clear" for the 12h. 20m. p.m. up express passenger train from Birmingham, and had been informed by telegraph that this train was "on the line," having passed the next telegraph station at Wembley cutting, north of the Brent telegraph station. It is admitted by the driver of this up express train that the up distant signal was at "Danger" before his train reached it, that the station signal was also at "Danger;" he says he was then travelling at from 39 to 40 miles an hour; the head guard thinks it might be 45 miles an hour, and there is every reason for thinking that this statement does not exaggerate the speed at which the train was travelling. The driver of the train states that "As

"soon as he saw the signal, he shut off the steam told the fireman to put on the tender break, and whistled for the guard's break, and when they got near to the over bridge he saw the signalman and two or three other persons coming towards him and holding up their hands to stop his train, and then he reversed his engine and put the steam on the reverse way; he thinks the speed had been reduced to 20 miles an hour when the collision with the coal truck and furniture van which had fouled the up main line took place," the fireman says "30 miles an hour," the head guard "27 or 28," and the second guard "from 20 to 25 miles an hour." This collision took place about two minutes after the first.

The express passenger train consisted of engine and tender, 14 carriages, and 2 break vans with 2 guards. The average speed of this train is rather more than 40 miles an hour after deducting for stoppages, and it is admitted that it frequently, like other express trains, travels 60 miles an hour over portions of the line. The engine was thrown off the line all six wheels, but stood close to the rails, while the tender was not off the line at all, neither were any of the carriages. The furniture van and the coal truck were destroyed, but altogether the results were much less serious, especially as regards the injuries to passengers, than might have been anticipated from a collision taking place at such speed. This was probably due to the weight of the passenger train and to its having only ran into a couple of vehicles.

The head guard, riding in the van at the tail of the train, states, that the whistle was not sounded for the breaks, but apparently to get the signal taken off, but on the other hand, he says that he applied his break although it was not whistled for. The fireman and under guard both state that they applied their breaks at the time when the whistle was sounded, and from what I have already stated, it appears that this second collision occurred between a train travelling at least 20 miles an hour and an obstruction on the line just half a mile after the express had passed a distant signal placed, and seen by the servants of the company in charge of the train to be, at "Danger" before the train passed it.

I am unable to blame the servants of the railway company for having occasioned the second collision, as it was the natural result of the system which has been in practical operation for some time past in working traffic between London and Rugby on the main lines. Under this system, danger signals are allowed to be passed at 20 miles an hour or upwards, and the usual rule of the railroad that a "Danger" signal must not be passed without stopping, is cancelled altogether. A "Danger" signal on the main line between London and Rugby, according to this practice, simply means a "train on line" between two adjacent telegraph stations. The locomotive department are so fully aware of the importance of this change, that they are anxious to establish a distinct signal that will simply indicate "train on line," and not "Danger." But the fact is, that a "train on

line," in certain positions, as in this case, becomes a positive danger, and should be so treated. I have no doubt that the adoption of this system of working traffic has saved the London and North-Western Railway Company from many collisions on their main line, as it is vastly superior to an interval of time between following trains at the stations, but it is manifestly insufficient to provide for the public safety under such circumstances as I have mentioned. It is also quite possible that this second collision might not have happened if the up express passenger train had been provided with a much larger proportion of breaks on the carriages than two out of 16.

1. The best mode of avoiding a similar mishap in future, which might be attended with very much worse results than in this instance, would be to interpolate as many more telegraph stations between London and Rugby as now exist, thus, reducing the distance between them to about a mile apart, and to work the traffic on the block system. I am quite aware that this involves a considerable annual expenditure.

2. I had occasion, when inspecting the third line of rails between Bletchley and Tring, in February last, to suggest that the assistance of the telegraph should be provided for working the traffic on the up goods line, and I have much pleasure in stating that I understand the directors of the London and North-Western Railway Company have ordered the telegraph to be erected for the third line, and to be used in working the traffic.

3. The locomotive department of this company have also made another improvement by adding a second or loud whistle to the engines, but instructions are required to be issued that this loud whistle should be the one always used when the guard's breaks are required to be put on, and the small whistle to be used to give warning of the approach of a train to a level crossing, junction, or station, as well as to take off the breaks when the speed has been sufficiently reduced. Mistakes will not then arise as to the fact of the breaks having or not having been whistled for.

4. If the directors of the London and North-Western railway cannot make up their minds to work the traffic on the block system, it will be the more necessary that a very much larger proportion of break power should be afforded to their fast passenger trains, as well as to their mineral and goods trains, than is at present allowed them.

The driver of the second coal train with one break van to 33 other vehicles, gave it as his opinion that his train could not have been stopped under the distance of a mile with the means which had been placed at his disposal, on the falling gradient of 1 in 341 on which he was then running.

I have, &c.

*The Secretary,
Board of Trade,
Whitehall.*

W. YOLLAND,
Col.

LONDON AND SOUTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
9th November 1865.*

SIR,

I AM directed by the Lords of the Committee of the Privy Council for Trade to transmit to you, to be laid before the Directors of the London and South-Western Railway Company, [Bristol and Exeter Railway Company,] the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 19th October last, near Cowley Bridge Junction, on the

Exeter and Crediton Railway, between a passenger train belonging to the London and South-Western Railway Company and a goods train belonging to the Bristol and Exeter Railway Company.

I am, &c.

W. D. FANE.

*The Secretary of the
London and South-Western
Railway Company.*

*The Secretary of the
Bristol and Exeter
Railway Company.*

*Sandown, Isle of Wight,
4th November 1865.*

SIR,

I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your Minute of the 23rd ultimo, the result of my inquiry into the circumstances which attended a collision that occurred on the 19th ultimo, on the Exeter and Crediton branch of the London and South-Western Railway near Cowley Bridge Junction, from a narrow gauge up passenger train belonging to that Company overtaking and running into a broad gauge up goods train belonging to the Bristol and Exeter Railway Company, on which occasion three passengers are said to have been slightly and the guard of the goods train seriously injured.

The Exeter and Crediton branch joins the Bristol and Exeter Railway at Cowley Bridge. It is a single line on the mixed gauge worked with the train staff, and the Bristol and Exeter Railway Company have the right of running goods trains on the broad gauge line, but the branch now belongs to and is managed by the London and South-Western Railway Company.

All trains proceeding to Exeter from Crediton are by the regulations directed to be running at such speed as will enable them to be stopped dead at the Cowley Bridge Junction up distant signal, if that be on at danger.

On the evening in question, the 7h. 43m. Bristol and Exeter up goods train of 33 waggons, one guard and one break van, left Crediton station for Exeter at 8h. 49m., rather more than an hour late; it stopped, according to the driver, 12 minutes at St. Cyres station, $4\frac{1}{2}$ miles from Exeter, and three miles from the Cowley Bridge Junction, and left at 9h. 13m. p.m., and as it approached the junction the driver found the up distant signal on at danger against him, and he kept sounding the steam whistle, and was running at from six to eight miles an hour, till it was taken off, before he reached it. He also says that he felt the other train run into his own train, but did not stop; as he thought he had got the whole of his train, and was not dragging any part of it; he slackened speed on Cowley Bridge, and was told by the Bristol and Exeter policeman to go on to Exeter. He noticed the bump at 9h. 21m.

I did not see the guard of this train, who was seriously hurt, but I am told that he has stated that the train left St. Cyres at 9h. 15m. and that the collision occurred at 9h. 22m.

The up passenger train which ran into the Bristol and Exeter up goods train was the narrow gauge 7h. 5m. p.m. up passenger train due to leave St. Cyres station at 9h. 16m. It consisted of a tank engine, four carriages, and two break vans with two guards, and it left Crediton at its proper time, 9h. 10m., and when it approached St. Cyres station the driver felt some uncertainty as to the character of the light at the distant signal, it was half white and half red; and he states that he stopped dead abreast of it, and was signalled forward to the platform by the station master with a hand lamp, as it is admitted that the lamp at the station signal was not burning properly, and did not give a good light. Some conversation passed between the driver and a porter, as to the cause why the train had been detained outside the station, and the porter states that he told the driver that the goods train had not been gone long enough for him to come in; but this is distinctly denied.

Some of the passengers heard the altercation, and have informed the officers of the Bristol and Exeter Railway Company that something was said about the goods train not having been gone long; but there is no proof that the driver was made aware that the goods train was on the line in front of him, an hour behind its proper time.

The driver and guard of this train agree in stating that they left St. Cyres three minutes late, or at 9h. 19m. The station master says that it arrived and left about 9h. 20m., and the porter gives the time of

its arrival as 9h. 15m., and 9h. 20m. for that of its departure. The driver says that he shut off the steam at the usual place, Newbridge, one mile from the junction, and sounded the whistle twice, and the breaks were on to stop at Cowley Bridge, and that in going round a curve he saw a red light about 250 yards in front, and took it to be the Cowley Bridge up distant signal, as it appeared to be at a stand-still, and that he then did all in his power to stop. The guard in the leading van says the driver whistled for the signal to be taken off and to give warning that he was coming, as he could not see the signal when he sounded the whistle; that he put on his break a quarter of a mile from the spot where the collision took place, and he was not aware that anything was wrong until it happened. The driver thinks that they must run 30 miles an hour between St. Cyres and Exeter in order to keep time, and that he was running at from 10 to 12 miles an hour—the guard names 12 or 13 miles an hour—when they ran into the van at the rear of the Bristol and Exeter goods train, and threw it and a meat van and truck immediately in front, off the rails, smashing the truck to pieces, and greatly damaging the two vans, and leaving them at the sides of the line. The engine of the passenger train had its buffer plank and buffers broken, and the guard's van next to the engine was also somewhat damaged. The driver says the collision occurred at 9h. 24m. or 9h. 25m., and the guard names 9h. 25m. p.m. It happened near the commencement of a cutting a short distance north of Upton Pyne over bridge, and about 730 yards north of the Cowley Bridge up distant signal, where, from curves in the line and bushes at the side, the view of the single tail light on the goods train could not be seen by a following train for some distance back along the line, at more than 300 yards distance.

This train, as well as the goods train, is allowed 10 minutes between St. Cyres and St. David's station, Exeter, and, if this time is to be kept, it is certain that they must run at a much higher rate of speed than that named by the driver of the passenger train (30 miles an hour); so that if the driver did not receive any caution from the porter at St. Cyres station, which I think probable, I see no grounds for blaming him, and have no reason to doubt that he did his best to avoid the collision. If the train had been fitted with continuous breaks it is probable that the collision would not have taken place.

The station master and porter at St. Cyres, on the day after the collision, informed the superintendent of that section of the London and South-Western Railway, that the Bristol and Exeter up goods train arrived at about 9h. and left at 9h. 10m. p.m., and their statements were then taken down in writing; but they now assert that it left much earlier, but cannot state the exact time. On the other hand, the fireman of the goods train says that as that train was leaving St. Cyres station he saw a head light on the engine of the passenger train as it was approaching the station; and the fact, which is not disputed, that the passenger train was delayed outside the station, goes to prove that the goods train had not long left for Exeter; and I am thus compelled to arrive at the conclusion that no dependence can be placed on the statements made by the station master and porter with reference to the time when the goods train left St. Cyres station.

The Company's Regulations, page 29, direct that "goods trains must not be started from any station within 15 minutes of the time of a passenger train being due, and must shunt at the nearest station when a passenger train is due within a quarter of an hour." It appears certain that the first part of this rule was disobeyed, and the second part could not be acted upon, as the siding at St. Cyres station is not long enough to allow the goods train to have been shunted out of the way of the passenger train.

The collision resulted from a want of punctuality in the running of the Bristol and Exeter goods train, and the dispatching of a following fast train shortly

after it left ; and I consider that the St. Cyres station master was much to blame for not having distinctly cautioned the driver of the passenger train that a goods train was ahead before he allowed him to leave for Exeter. No proper record appears to be kept of the times of arrival and departure of trains, which is of importance in the working of traffic on all lines, as it tends to ensure the observance of the regulations, and is highly essential on single lines.

I recommend the introduction of the electric telegraph on this line as the best means of avoiding collisions, by working on what is known as the block system, by which no two trains are allowed to be between two adjacent telegraph stations on the single line at one and the same time.

It must be noticed that the Bristol and Exeter goods train was not provided with side lights at the tail of the train, by which the driver could ascertain by night whether any portion of his train had from any cause broken away. It does not appear to be the practice on the Bristol and Exeter Railway to provide these side lamps for goods trains. It is scarcely necessary to observe, as the fact is so evident, that the sooner a change is made in this respect the better, as there are heavy inclines on this system, where the separation of a train into two parts unknown to the driver might lead to very serious collisions.

A greater amount of time than 10 minutes should be allowed for running the goods train between St. Cyres and St. David's station, Exeter.

The proportion of break power allowed to this goods

train was much too small. I do not, however, mention it as having in any way contributed to the collision.

*The Secretary
Board of Trade.*

I have, &c.,
W. YOLLAND,
Col.

SIR,

Bristol, 27th November 1865.

YOUR letter of 9th instant and accompanying report by Col. Yolland of his inquiry into the collision on the London and South-Western (Exeter and Crediton) line near Cowley Bridge, between a narrow gauge passenger train and a broad gauge goods train, were duly laid before the directors of this company ; and in reference to the two suggestions concerning the company's trains, I am instructed by the Board to state that they had already, before and independently of this occurrence, ordered additional break power for all the goods trains, which is in course of being supplied as quickly as the additional break vans can be turned out ; and in deference to Col. Yolland's suggestion, they have now ordered side lights, in addition to the end or tail lights, to be provided for goods trains, as already done for passenger trains.

To the Secretary
of the Board of Trade
(Railway Department),
Whitehall.

I have, &c.,
A. MOORE,
Secretary,
per A. W. C.

LONDON AND SOUTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 11th Dec. 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London and South-Western Railway Company, the enclosed copy of the Report made by Colonel Yolland, the officer appointed by my Lords to inquire into the accident which occurred in the Black-boy Tunnel of the London and South-Western Railway on the 25th ultimo.

I am, &c.

*The Secretary of the London and South-Western
Railway Company.* J. EMERSON TENNENT.

*Railway Department,
Board of Trade,
Whitehall, 7th Dec. 1865.*

SIR,

I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your instructions of the 29th ultimo, the result of my inquiry into the circumstances which attended an accident that occurred on the 25th ultimo, in the Black-boy Tunnel, situated about a mile east of the Queen Street station, Exeter, of the London and South-Western Railway. No passengers were injured, but the guard of the train was slightly hurt.

It appears that as the 7.15 a.m. train from Yeovil to Exeter, which consisted of engine and tender, three third class, one second class, and one first class carriage, with a guard's van placed next to the tender, was passing through this tunnel at a moderate pace in order to stop at the ticket platform, it ran into a mass of earth, rock, and bricks lying on the down line of rails, and the engine and tender, van, and the third-class carriages were thrown off the line, and the train was brought to a stand still. The passengers got out of the carriages and walked through the tunnel towards the station, and some time afterwards some more of the roof of the tunnel gave way

and crushed in the top of one of the third class carriages. But little damage was done to the engine or the other carriages.

The tunnel is about 12 chains in length, and it is lined throughout with brickwork built in mortar, both at the sides and in the arch, where there are five rings of brickwork. The line at this part is on an incline of 1 in 100, falling towards Exeter, and the portion of the roof of the tunnel which fell in, about 23 feet in length, is situated rather more than 100 yards from the east end of the tunnel. The rails are about 63 feet below the surface of the ground. There is a slight curve in the line, so that the driver of the train would have no means of seeing the obstruction on the road until he ran into it.

The line was opened for traffic in July 1860, and there was no particular difficulty previously experienced in constructing this tunnel, as the soil consisted of red brick earth, marl, layers of red sandstone, separated by marl and sand, with but little water in it ; but there was a heavy slip in the cutting west of this tunnel about two years since, and another heavy slip has taken place since the accident in the tunnel, close to but on the eastern side of the tunnel, blocking the up line of rails. The passenger traffic was interrupted from the morning of the 25th ultimo to the morning of the 3rd instant, when it was resumed, and is still continued, on a single line of rails.

When I visited the tunnel on the 5th instant, I found that the company had taken the necessary preparatory measures for repairing the arch by propping it for some distance, longitudinally, on each side of the opening in the roof, which had also been boarded up to prevent any more earth or rubbish falling on to the line ; and they had commenced the excavation of a shaft from above to enable the new arch to be turned, and had determined to line the tunnel with a brick wall for a length of about 20 feet on each side of the opening. In consequence of these preparatory measures I did not actually see the hole in the roof of the tunnel, but I was informed by the engineers, Messrs. Strapp and Galbraith, that there

was an arched space of about 20 feet in height above the crown of the tunnel, that there was no appearance of any quantity of water, that the brickwork in the arch of the tunnel was of an ordinary quality, but that the workmen had neglected to pack up the holes above the arch from which the draw logs had been taken out.

It is surmised, for there is no positive proof, that a large piece of rock which was found on the down line, and was pushed ahead when the engine came in contact with it, had fallen from the arched space on to the top of the arch and had crushed it in.

The Railway Company do not appear to have had any notice whatever that such an accident was likely to occur, as the ganger in charge of the length in which this tunnel is situated walked through it at 8 a.m. (and no less than five trains had passed through it

before the portion of roof fell in at 9.20 a.m.) without noticing that anything was wrong.

The construction of two side walls in the tunnel, each of about 14 inches thick, will contract the dimensions of the tunnel somewhat more than the original size of the opening will properly admit. It is most probable that no accident to any person may result from this alteration, but it is necessary to call attention to the fact, that the original dimensions of the tunnel, as it was when the line was authorized to be opened for traffic by the Board of Trade, will have been varied.

I have, &c.

*The Secretary,
Railway Department,
Board of Trade.*

W. YOLLAND,
Col.

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 29th July 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Manchester, Sheffield, and Lincolnshire Railway Company for their consideration, the enclosed copy of the Report made by Capt. Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred on the 16th of May last, at Deepcar station.

I am, &c.

W. D. FANE.

*The Secretary to the
Manchester, Sheffield,
and Lincolnshire
Railway Company.*

*Broadstairs,
26th July 1865.*

SIR,

IN compliance with the instructions contained in your minute of the 31st May last, I have now the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 16th of that month, between a passenger train and a coal train, at the Deepcar station of the Manchester, Sheffield, and Lincolnshire Railway.

This station is $33\frac{1}{2}$ miles to the east of Manchester, and $7\frac{3}{4}$ miles to the west of Sheffield. There are no platform signals, which are required; but there is a distant signal worked by a wire from the station, and 465 yards from it, in the direction of Wortley and Manchester. The Wortley and Deepcar stations are less than a mile apart, and the gradient is 1 in 120 falling towards Deepcar. The distant signal from Deepcar is first visible to an engine driver 150 yards after he leaves Wortley, and may be seen, though not very distinctly, for 120 yards. It is then lost sight of, in consequence of the position of an intervening over-bridge, for 230 yards; and at the end of that distance it is visible for 680 yards, until it is passed. The immediate approach to the Deepcar station being on a curve, any obstruction on the line at the station can only be seen for a short distance, and a train on the cross-over road west of the station platforms is visible to an approaching engine-driver for about 250 yards.

On the day in question, the 8.35 a.m. coal train left Dunford Bridge punctually; but, it was detained *en route* by a goods train, and it reached Deepcar about a quarter to one o'clock, 50 minutes late, consisting of an engine and tender, nine waggons, and a break-van. As there was no room in the siding, it was left on the up main line while the 10 a.m. express passenger train from New Holland to Man-

chester passed through on the down line. The engine had, indeed, been uncoupled from the waggons and sent into the siding to do some shunting, but it had rejoined them again on the up line before this express passed. The coal train remained in the same position while the train from Eckington to Wortley, due at Deepcar at 12.55, passed, also on the down line. The coal train was then put in motion towards the down line by the cross-over road west of the passenger platforms, to clear the up line for the 10 a.m. passenger train from Liverpool which was due upon that line; but as it was setting back, the passenger train came up and struck the break van and six coal waggons which were in front of it.

The passenger train left Liverpool at 10 a.m. and Wortley at 1.5, one minute late, composed of an engine and tender, a dummy van, four carriages, and a break-van. It was not due to stop at Deepcar, and the engine-driver states that the distant signal from that station was at all right as he approached it and passed it, as well as that the first signal of danger that he received was from the driver of another train which passed him travelling in the opposite direction, about half way between the station and the signal. He then did his best to pull up, and he reduced his speed from 27 or 28 to 7 or 8 miles an hour before the collision occurred.

The fireman, the guard, and a porter who was riding with him in his break-van, all corroborate the above statement of the engine-driver, though the evidence of the guard and the porter was not given by any means in so truthful a manner as that of the engine-driver and the fireman.

The engine-driver and fireman of the down train from Eckington who warned the engine-driver of the up passenger train, left Deepcar about 1.6, and having seen the coal train standing there on the up line, naturally recognized the danger as imminent, when they met the up train with steam on, travelling at high speed, inside the distant signal. They noticed that the signal was at danger, but they could not say whether it had been so before the engine-driver of the up train passed it.

A relieving clerk who had been sent down that morning to take the stationmaster's duty at Deepcar, was away from the station between 12 o'clock and a quarter to one, and found the coal train standing on the up line on his return; but he did not look at the signal before the collision, not considering as he stated to me, that it was any part of his duty to do so. Taking an erroneous view of his responsibilities, he appeared to consider that as there were porters to attend to the signals he was by no means bound to use that general supervision or to show that activity which are so much required in railway working, and which may be especially looked for in a man recently appointed who is anxious to ensure the safety of the traffic.

Of the two porters who are regularly employed at the station, and who attend to the signals between them, one was away, and his place was supplied by a relieving porter, while the other was taking charge of the signals. This man, Edwin Barber, had been at the station for two years; and he asserts that he turned the distant-signal to danger when he first saw the coal train approaching the station, and did not take it off again, or even go near the lever until the accident occurred.

His statement is corroborated by the servants of the Company who were with the coal train.

The engine-driver of that train found the signal at all right as he approached it, but noticed that it was turned to danger as soon as he whistled, and after he passed it. He saw afterwards, when he crossed the down line to the siding with his engine, and also when he began to shunt his train to the down line, that it remained at danger.

The fireman noticed that it was at "all right" when he first approached it, that it was "at danger" when he next looked at it, as he crossed to the siding before the express train passed from New Holland; and that it remained "at danger" when they were crossing to the down line just before the collision.

The guard also saw the distant signal at "all right" as he first approached it from Wortley, but noticed that it was turned to danger when he had gone 150 yards past it. He looked at it when the engine crossed to the sidings, before the express train passed from New Holland; and again, from the wagon on which he was standing, as they were crossing from the up to the down line just before the collision.

The evidence as to the state of the distant signal was thus of a conflicting character, but I came to the conclusion after hearing it, that this signal was turned to danger shortly after the coal train passed it, that it remained at danger until the collision occurred, that the engine-driver of the train from Liverpool missed seeing it as well as the fireman, and that they, as well as the guard and his companion, then gave false evidence in regard to it.

I believe, therefore, that the first cause of the accident was the neglect of the engine-driver of the Liverpool train, in not keeping a better look out, and in not seeing the distant signal from Deepcar; but I can have no doubt that the disadvantages under which, as I have already explained, this signal works, in being invisible to an approaching driver for 230 yards between the first and second view that he obtains of it, must have conduced to this result; and it is desirable that this defect should be removed, either by an alteration in the position of the signal, or by the employment of a high and a low signal, one of which shall always be visible to an approaching driver.

Looking to the character of the line and the extent of the traffic, it is also exceedingly desirable that the telegraph should be brought into use as an auxiliary in securing safety; and I make this observation with the full knowledge and conviction that its employment upon this part would necessarily be followed by its extension to other parts of the line.

Another cause of the collision was the want of extra siding accommodation, to afford a means of refuge for this unpunctual coal train. As will have been observed, it was necessarily retained on the up main line, after its arrival, while two passenger trains passed through the station on the down line; and it could not then be moved to the down line in time to clear the up line for the passenger train from Liverpool and Manchester. The general accommodation at this station is indeed of the most wretched description. Its improvement or reconstruction must have been long in contemplation, and it is to be hoped that it will now be carried out with as little delay as possible.

I am, &c.

*The Secretary of the
Board of Trade.
Whitehall.*

H. W. TYLER,
Captain, R.E.

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 20th November, 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Manchester, Sheffield, and Lincolnshire Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 13th ult., near the Silkstone Station on the Barnsley branch of the Manchester, Sheffield, and Lincolnshire Railway.

I am, &c.

W. D. FANE.

*The Secretary of the
Manchester, Sheffield, and
Lincolnshire Railway Company.*

SIR,

Sheffield, 10th November, 1865.

IN compliance with the instructions contained in your minute of the 31st ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 13th ultimo, near the Silkstone Station of the Manchester, Sheffield, and Lincolnshire Railway.

This station is situated on the Barnsley branch, at $3\frac{1}{4}$ miles from Penistone, and $4\frac{1}{2}$ miles from Barnsley. It is approached from Penistone on a falling gradient of 1 in 100. There is a distant-signal in that direc-

tion, near an over bridge, called Johnson's Bridge, about 500 yards from the platform. And there are sidings outside of the distant-signal to the Hadley Main Colliery, and inside of it (called Clark's Siding) towards the station. The distant-signal is visible in clear weather to an approaching engine-driver, in the first instance for about a mile, and afterwards, on his coming out of a short cutting, for rather more than 400 yards.

A coal train left Penistone at 5.25 on the evening in question for Mexborough. It stopped for 8 minutes at the Huddersfield Junction to take on 27 waggons, and 10 minutes at the Barnsley Junction to put off 5 waggons; and it reached Johnson's Bridge near Silkstone at 5.57, the regular passenger train having been due in following it to reach Silkstone at 6.4. It was composed of an engine and tender, 38 waggons, and a van, of which 15 waggons were to be left in Clark's Siding. But as these 15 waggons were not together, they could not all be run down into the siding by one operation. In sorting them, first 5, then 4, and then 6 were placed in the siding, and the engine returned as soon as possible, in order that the train might be reunited and proceed on its journey. After the engine had been coupled on, and the guard had given a signal to start, the station-master from Silkstone (who was assisting with one of his porters) saw the passenger train approaching; and it was discovered at the same time that 5 waggons and the van had accidentally become uncoupled at the back of the goods train. The break of the van was on, and there was a *sprag* in a wheel of one of these waggons,

and there was no time to liberate them. The engine of the passenger train came into collision with the van of the goods train at 6.15, with sufficient violence to break it up, and to do considerable damage to three of the waggons. The life guards of the engine were knocked off, and the buffers were broken. Four of the passengers have complained of injury.

The passenger train left Penistone at 6.0, five minutes late, consisting of a tank-engine, 5 carriages, and a van. The engine-driver had seen the goods train start from that station at 5.30, but expected that it would have gone farther on its journey. He was asked by the guard to "get on as well as he could, to get into Barnsley before the other train." I should explain in reference to this remark, that there was a train due at Barnsley from Doncaster (in the opposite direction) a few minutes before this train from Penistone; and for want of a second platform the Penistone train is commonly kept outside for about 10 minutes, or until the Doncaster train has left the Barnsley platform, when it arrives after that train.

After coming out of a tunnel more than a mile from Silkstone, the passenger driver looked out for the distant-signal, but could not see it. He says that he first caught sight of it after passing through the succeeding cutting, and when he was within about 320 yards of the goods train; and he saw the lights at the back of the goods train at the same time. Having shut off his steam three quarters of a mile before, he then applied the tender break, whistled for the guards' break, sanded the rails, reversed his engine, and put on steam against it. He passed over a fog-signal after he had seen his danger, and, as he thought, about 80 yards from the goods train. But the guard of the goods train, who dropped off his van to put this fog signal on the rails while his train was in motion, and the station-master, who found the fog-signal the next morning, assert that it was about 260 yards behind the goods-van. The goods-guard states that having already used five on that morning, he had only one fog signal left, and that it did not occur to him to ask for a fresh supply before leaving Penistone.

The guard of the passenger train had a second-class carriage coupled to his van with Fay's continuous breaks. His van was provided with glass to the front, and was next behind the engine. He states that there was no signal visible until after they had passed over the fog-signal, because the night was so thick. He applied his breaks, which were in good order, as soon as he heard the engine-driver whistle for them; and it appeared to him that they had no sooner gone over the fog-signal than they struck the van of the goods train.

That van stood 75 yards outside of the distant-signal; and the fog-signal, even if it was, as is asserted, and seems probable, 260 yards behind the van, was

still of no use to the engine-driver of the passenger train, because he saw the lights of the van about 60 yards before he reached the fog-signal; and the 320 yards from which he appears to have seen those lights was an insufficient distance to allow for stopping a train on slippery rails and on so steep a gradient.

As trains are in the habit of stopping daily at this distant-signal (which is only properly available as a protection to the station) for shunting purposes, it is plain that distant-signals should be provided in both directions from these sidings for their protection. On inquiring from the station-master whether he had not made any recommendation to his superiors on this subject, I was informed by him that he had "complained generally of the unprotected condition of the colliery sidings, but not particularly of the sidings at Johnson's Bridge." It would appear, therefore, that there are other sidings at which signals are much required.

The Barnsley branch of the Manchester, Sheffield, and Lincolnshire Company has now been opened for about 11 years as a single line, and it is worked on the train-staff system. The coal train had been provided with a train-ticket, and the passenger train was following it with the train-staff. There being a double line at each end of the single line, and it being impossible apparently, under the weight of the traffic, to avoid thus sending shunting coal trains in front of the passenger trains on these steep gradients, it is desirable that a second line of rails should be laid down with as little delay as possible.

It appears from the statements of the signalman at the Barnsley Junction that the passenger train was telegraphed when it passed that junction to Silkstone; but the message was of no use to the station-master, who was 500 yards nearer to that junction than the station, expediting the shunting of the coal train, and doing his best to complete its work and get it out of the way. The one signalman relieved the other at the junction at 6 p.m., between the departure of the coal train and the passage of the passenger train; and it was perhaps owing to this circumstance that the engine-driver of the latter train received no warning, as he says was customary, that the coal train was about to shunt at Johnson's Bridge, and how many minutes it was in front of him. The engine-driver says he looked out for such a warning, and, not receiving it, he had certainly the less reason to expect that he would find the coal train shunting, and comparatively unprotected, at Johnson's Bridge.

I have, &c.

*The Secretary
(Railway Department),
Board of Trade,
Whitehall.*

H. W. TYLER,
Capt. R.E.

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 29th November 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the Manchester, Sheffield, and Lincolnshire Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred near the Oughty Bridge station on the 24th ultimo.

I am, &c.
T. H. FARRER.

*The Secretary of
Manchester, Sheffield, and Lincolnshire
Railway Company.*

*Hampton Court,
22nd November 1865.*

SIR,

IN compliance with the instructions contained in your minute of the 31st ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 24th ultimo between a passenger train and a goods train, near the Oughty Bridge station of the Manchester, Sheffield, and Lincolnshire Railway.

This station is $4\frac{1}{2}$ miles to the west of Sheffield. It is protected by a station-signal on the passenger platform, visible for 240 yards towards Sheffield, and by a distant-signal, 310 yards to the east of the station signal, and visible in clear weather for 450 yards. The gradient rises from the direction of Sheffield

1 in 132, and the view is much obstructed by the curved state of the line, by a hill on the north of it, and by a bridge over it near the station.

A pick-up (No. 13 down) goods train reached Oughty Bridge at 8 o'clock on the morning in question, an hour and ten minutes late. A portion of the train was detached and sent forward, and the engine-driver shunted certain of the waggons into the down siding, and dropped others back against the body of the train on the down line. In the course of putting the last of the waggons into the siding, the driver was called back to "give the man extra push;" and as he pulled up, the draw-bar of one of the waggons gave way.

At 8.7 or 8.8 another goods train arrived on the down line, and came to a stand behind the first train. There was no siding which would contain either of these trains, and they could not be shunted across to the up line until the disabled draw-bar had been repaired. The driver had set it to rights, and was rejoining his train to take it across to the up line, when the 8 a.m. passenger train from Sheffield came into collision with the van behind the second goods train.

This goods train left Retford at 5.30 a.m., three hours late, because it had arrived late on the previous journey from Sheffield, and because its engine had been taken away for the goods train from London to Manchester. It left Sheffield for Oughty Bridge at 7.50, 3h. 50m. late. The guard remarked to the foreman at Sheffield when he saw the pick-up goods train going before him, that he ought to be allowed to start first. But the pick-up train was also late, and it appears that the foreman was obliged to get the trains through as best he could.

When this second train came to a stand behind the pick-up train, the van was near the bridge above referred to over the line, at 170 yards from the station-signal, and 140 yards within the distant-signal. The guard states that he went back to protect it, and had gone beyond the distant-signal when he heard the passenger train coming. He ran back with both arms up to stop it, and heard the engine-driver whistling for the breaks. He noticed that the engine was reversed when it passed him. He saw no fog or mist. The buffer of his van was broken, and it was buffer-locked with the waggon in front of it, but neither the van nor any of the waggons were thrown off the line.

The passenger train was composed of an engine and tender, a dummy-van, three carriages, and a break-van. It left Sheffield at 8.5 a.m., 5 minutes late. There was fog hanging about, but it was clearing away, and a little rain was falling. The rails are stated to have been very slippery. The engine-driver perceived at 350 yards from the Oughty Bridge distant-signal that it was at danger. He shut off his steam, and whistled for the brakes, and he reversed his engine shortly afterwards, on catching sight of

the goods train. He thought that the guard of the goods train was not more than 70 yards from his van. He reduced his speed from 30 to 6 miles an hour before the collision occurred, and he believes that he could have avoided the collision if his guard's break had acted properly. He appears, indeed, to have had about 490 yards, 350 before he came to the signal, and 140 after he passed it, in which to pull up.

The guard of the passenger train states that he complained to the platform inspector at Sheffield before he started that his break wanted to be taken up, but no one could be found to adjust it at the moment, and no other break-van was immediately available, and it was therefore sent forward without alteration. I was unable to examine the inspector when on the spot, as he had met with a serious accident, and was believed to be in a dying condition. The carriage-examiner who was on duty during the previous night had not noticed the defect, but the carriage-inspector at Manchester had his attention directed to the break-van after the collision by the engine-driver and guard of the train, and he found that the break required to be taken up one hole, and adjusted it accordingly.

The engine-driver does not appear to have had any idea before the collision that the break of the van was not in good order. Having regard to this circumstance, and to the distance which was afforded for stopping the train, I cannot attach blame to him.

The other causes of this collision, from which four passengers have suffered, demand similar remedies to those recommended in my report of this date upon the collision which occurred at the neighbouring station of Deepcar. Extra siding accommodation is required, that the goods trains may be kept out of the way of the passenger trains, the telegraph should be employed for obtaining increased safety in working the traffic, and the signal arrangements should be improved. The existing station-signal being visible for only 240 yards, it is the more necessary that the distant-signal should be thoroughly efficient. I recommend that the present distant signal be used as a repeater to a second distant-signal placed at a greater distance from the station, because it is not possible to place one signal in such a position that it may in all weathers and under all circumstances give sufficient indication to an approaching engine-driver, and be also seen from the station.

I could not but observe in walking over portions of this line that the sleepers were in urgent want of renewal, and I think it right to take this opportunity of directing attention to their condition.

I have, &c.

W. D. Fane, Esq.,
Board of Trade,
Whitehall.

H. W. TYLER,
Capt. R.E.

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

Board of Trade
(Railway Department),

SIR, Whitehall 28th November, 1865.

I AM directed by the Lords of the Committee of Privy Council of Trade to transmit to you, for the consideration of the Directors of the Manchester, Sheffield, and Lincolnshire Railway Company, the enclosed copy of the report made by Capt. Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred at the Deepcar station on the 6th inst.

I am, &c.

The Secretary of the
Manchester, Sheffield,
and Lincolnshire
Railway Company.

J. EMERSON TENNENT.

SIR,

Hampton Court,
22nd November 1865.

IN compliance with the instructions contained in your minute of the 8th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 6th instant, between a passenger train and a cattle train, at the Deepcar station of the Manchester, Sheffield, and Lincolnshire Railway.

This station is $7\frac{3}{4}$ miles to the west of Sheffield, and is approached from the east on a rising gradient of 1 in 130. There is no platform or station signal, but there is a distant-signal 411 yards on the east of the platform, which is visible for 340 yards towards Sheffield.

On the afternoon in question a train known as the Thurgoland coal train reached Deepcar at 4 o'clock, upwards of 4 hours late, its engine having been employed in shunting at intermediate stations and at Sheffield. The same engine was engaged also in shunting waggons in and out of the Deepcar siding until 4.45, when a pick-up goods train arrived on the same (down) line from Sheffield, and was brought to a stand behind the van of the coal train. The guard of the pick-up train inquired of the guard of the coal train why he was so late, and the station master sent the coal train forward to Dunford, and shunted the pick-up train from the down to the up line that it might be out of the way of the fast passenger train due to leave Sheffield at 4.40 for Manchester. While the pick-up train was thus crossing from one main line to the other, and just as it had cleared the down line, a mixed goods and cattle train (running when required on Mondays) drew up to the passenger platform. This cattle train was stopping to follow the pick-up train across to the up line when the passenger train came into collision with it at a speed which is stated by the engine driver and guard of the latter to have been 7 or 8, but by the guard of the former have been 10 or more miles an hour.

The mixed goods and cattle train consisted of an engine and tender, 22 loaded, 4 empty waggons, and a break-van. It started from New Holland at 10.15 a.m., 10 minutes late, for Ordsall Lane, Manchester, and it left Sheffield at 4.30, an hour and 15 minutes late, having been delayed at Retford and other stations by other trains in front of it. Knowing that the fast passenger train was timed to leave Sheffield for Manchester at 4.40, the guard of this mixed train remarked to the inspector, before he started from that station, that it was nearly due; but the inspector replied that there were two other trains behind the mixed train, that he could not shunt that train at Sheffield, and that it must go forward. It proceeded accordingly,—to shunt to the wrong line at Deepcar, but was somewhat delayed in doing so in consequence of the pick-up train having been in the way, as I have already described.

The guard of the cattle train states that on reaching Deepcar, he first looked to see what was doing at the station, and then got into his van to take off his break, that the train might go ahead to be shunted. But he saw the passenger train approaching behind him, and noticed that the driver of that train had his steam on (probably *against* the engine) when he was within the distant signal; and he then ran back for a short distance, though too late to be of use, to protect his train. He did not expect the passenger train so soon, because he had heard some one in the Sheffield yard say that it was a little late. The buffers of his van were broken, and six of his waggons were partly thrown off the rails by the force of the collision.

The passenger train was composed of an engine and tender, a dummy van, one first, one second-class, and two composite carriages, and a break-van. It left Retford 2 minutes, and Sheffield 10 minutes late. The engine-driver found the signals all right at Wadsley and Oughty Bridge, and looked out for the signal at Deepcar. He thought, he says, at first, that the lamp was not upon it; but on nearing the post he saw, from a distance of about 30 yards, a red light showing through "a glass black with smoke." There was "a thick hazy rain" at the time; it was "getting dusk," and the rails were slippery. He saw the lamp and arm of the signal and the lights of a train at the station almost at the same moment, while he was travelling at a speed of 27 or 28 miles an hour; and he then, of course, did his best to pull up.

The collision occurred 311 yards within the distant signal and 100 yards from the passenger platform. Neither the engine nor any of the carriages of the passenger train left the rails or were damaged; but four of the passengers had complained of injury, who were all, I believe, preparing to alight at Wortley, the next stopping station, for the purpose of visiting a noble lord who resides near it, and is one of the directors of the company.

The porter at Deepcar states that he lighted the lamp of his distant-signal at 3.30 p.m., that he turned the signal to danger at 4.20, and that it so remained until the collision occurred. The acting station-master at Deepcar saw the porter light the lamp "a little before 4 o'clock," and take it to the distant-signal; and he saw the lamp burning brightly after the collision. The engine-driver of the passenger train asserts that the lamp-glass must have been cleaned after the collision, as it showed a different light afterwards when he backed his train to Oughty Bridge. The guard of the passenger train went back to protect it immediately after the collision, and "looked particularly at the distant signal." He observed that "the glass (of the lamp) was smoked, and it did not show a good light, but it was at danger."

In this case the Deepcar station was hopelessly obstructed by goods traffic at a time when it ought to have been clear for the passage of a fast passenger train. The coal train, 4 hours late, was in the way of the pick-up goods train; the pick-up train, also very late, was in the way of the goods and cattle train; and the goods and cattle train, an hour and a quarter late, was sent forward from Sheffield, in spite of the remonstrances of the guard, in front of the passenger train, to shunt at a station where there was no siding to contain it. The Sheffield inspector acted, no doubt, under the pressure of necessity, but the fact of his having done so points to the want of extra siding accommodation, which is urgently required at Sheffield as well as at Deepcar.

The circumstances of this collision are very similar to those of the collision at the same station on which it became my duty to report in July last. There was the same difficulty of getting a coal train from one main line to the other, out of the way of a fast passenger train not due to stop at Deepcar. The one collision, however, occurred on the up line, and the other on the down line. The distant-signal towards the west has since that date been improved, in accordance with my recommendation, by the addition of a second arm upon it, which may be seen under the bridge which obscures the upper arm for a considerable distance. I have now to recommend again that station signals shall be provided, and further, that the signal arrangements to the east shall also be improved. It is desirable that the existing distant signal in that direction should be used as a *repeating signal* only, and that a second distant-signal should be added in connexion with it, which may be seen by approaching engine-drivers in foggy as well as in clear weather, at a greater distance from the station.

I would beg to repeat here, also, my further recommendation in the report above referred to, that the telegraph should be brought into use as an auxiliary to safety. Having regard to the character of this line, its steep gradients, sharp curves, and obstructions to view, and its heavy traffic, there can be no doubt that it is one on which a good system of block telegraph working is urgently required.

I have, &c.

H. W. TYLER,
Capt. R.E.

W. D. Fane, Esq.,
Railway Department,
Board of Trade.

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 1st December, 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Manchester, Sheffield, and Lincolnshire Railway Company, the enclosed copy of the report made by Capt. Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred at the Woodburn junction of the Manchester, Sheffield, and Lincolnshire Railway on the 8th ultimo.

I am, &c.,

J. EMERSON TENNENT.

*The Secretary of the
Manchester, Sheffield,
and Lincolnshire
Railway Company.*

SIR,

Sheffield, 28th November 1865.

IN compliance with the instructions contained in your minute of the 10th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 8th instant, between a passenger train and a goods train at the Woodburn junction on the Manchester, Sheffield, and Lincolnshire Railway.

At this junction, which is about a mile to the east of the passenger station at Sheffield, the South Yorkshire branch from Barnsley joins the main line. Besides the signals at the junction stage there are a distant-signal and repeater on the branch, and a distant signal towards Sheffield, about 800 yards from the junction. The line is straight from the last-mentioned distant-signal to the junction, and on a rising gradient of 1 in 144. The branch is curved and runs through a cutting towards the junction on a rising gradient of 1 in 80.

The 8.55 passenger train left Barnsley punctually on the morning in question, consisting of an engine and tender and six carriages, of which two were break-carriages, one at each end of the train. The engine-driver approached the Woodburn junction distant-signal at a speed of 16 or 17 miles an hour; and it was turned off in answer to his whistle, as well as the repeater and the main signal. He therefore proceeded forward, but at slackened speed, towards the junction, until, on rounding the curve and coming out of the cutting, he saw a goods train before him. He could not make up his mind in the first instance whether it was moving or standing; but he observed as he got nearer to it that it was travelling towards the junction in the opposite direction. He therefore shut off his steam, reversed his engine, and turned his steam on against it. After shouting to the pointsman to pull the points over and let the goods train go down the branch, he dropped off to avoid the collision which almost immediately followed.

The two engines met, the passenger engine running at a speed of 6 or 7, and the goods engine at a speed of 5 miles an hour. The former had its buffer-plank broken and its framing damaged, and two pairs of its wheels left the rails. None of the carriages were thrown off the line, but some of the windows and buffer-sockets were broken. Four of the passengers complained of injury, and a travelling inspector in the service of the company was somewhat shaken.

The signalman had done duty at the junction for 17 months. He came on duty at 7 a.m. He saw the goods train leave the Sheffield yard and come to a stand inside his distant-signal about 10.15, and having noticed the passenger train approaching from the branch a little before, he lowered his branch signals for that train to pass through about the same time. The goods train advanced towards him, but very

slowly, and without whistling; and he kept his signals up against it. He took it for granted that the goods driver would bring his train to a stand before he reached the junction; and he thought that, seeing the branch signal down, he would suppose it to be useless to whistle for the main signal to be lowered until the branch train had passed. He could not see the goods driver till he was "within 20 yards" of the junction, when "he looked up from a stooping position at the "side of the boiler, as if he had been examining some "thing." The signalman whistled, shouted, and waved his red flag. The driver looked up, saw the signal and the red flag; looked, as if for the branch train; and went back to the footplate of the engine. The signalman turned on the signals against the passenger train, but too late to avoid the collision.

The signalman did not hear the passenger driver shout to him to turn the goods train down the branch, and it did not occur to him at the moment to do so, though he might thus by a simple movement of his switch-lever have prevented the collision.

The goods train left the Sheffield yard at 10.12, with engine and tender, 30 waggons, and a break-van. The servants of the company who were with it state that when the load was made up and the train finally arranged for starting, the engine and some of the waggons extended beyond the Woodburn junction distant signal. It is difficult to understand why this should have been so, because the points leading to the nearest siding are 260 yards outside of that signal. Be that as it may, the engine-driver, an experienced man, proceeded at 6 or 8 miles an hour towards the junction, which he had a perfect right to do, as the company's regulations direct that after having come to a stand at a distant signal at danger he shall draw within it for protection. When half way towards the junction he looked at the signals, and they were then, as he thought, right for him to proceed. He had noticed after he started that his *pet tap* was not working properly, and he went out on the framing to ascertain whether the "copper pin had come out of "the pet tap."

On looking up, after this examination, he found himself close upon the junction, with the branch train approaching, and the signal down for it to proceed. He then did his best to pull up, but too late to do much towards slackening his speed.

His fireman, who had only been acting in that capacity for a couple of months, did not know the position of the distant-signal, or look for any indications from the junction main signal. He was sanding the rails until the train was within 20 yards of the junction.

The goods guard, who has done duty with passenger or goods trains as an extra guard for 4 years, states that the distant signal was "off," but that it was in a position (of caution) at which it never remains. He noticed that the junction signals for the main lines were at danger before he started, but he did not look at them afterwards. He was booking his time and entering his waggons, and knew nothing of the impending collision till he felt the shock.

This collision has evidently been caused by forgetfulness on the part of engine-driver of the goods train, who neglected to look for the junction signals as he approached them, while engaged in the examination of his *pet tap*.

I recommend that glass be added at the sides and in front of the junction stage, for the protection of the signalmen and their apparatus. The signalmen now make use of rough glass frames of their own, which cannot answer so well as windows made to open and shut at pleasure, in order to obtain shelter.

I have, &c.

*W. D. Fane, Esq.,
Board of Trade,
Whitehall.*

*H. W. TYLER,
Capt. R.E.*

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

*Board of Trade,
(Railway Department),*

SIR, *Whitehall, 13th December 1865.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Manchester, Sheffield, and Lincolnshire Railway Company the enclosed copy of the report made by Captain Tyler R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision that occurred near the Clarborough Tunnel on the 15th ultimo.

My Lords trust that the Directors will give Captain Tyler's recommendations their careful consideration.

The Secretary of the I am, &c.
Manchester, Sheffield, J. EMERSON TENNENT.
and Lincolnshire,
Railway Company.

SIR, *Hampton Court, 8th December 1865.*

IN compliance with the instructions contained in your minute of the 20th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 15th ultimo, between a passenger train and a goods train, near the Clarborough Tunnel on the Manchester, Sheffield, and Lincolnshire Railway.

The goods yard of the Manchester, Sheffield, and Lincolnshire Company at Retford, which was formerly their passenger station, is on the east of the joint passenger station which they now use in common with the Great Northern Company. Proceeding eastward from this goods yard towards the Clarborough Tunnel, there is first a falling gradient of 1 in 135 for 400 yards, then a level portion for 1,242 yards, then a rising gradient of 1 in 180 for 848 yards, then another level portion for 374 yards, and then a rising gradient of 1 in 120 for 1 mile and 616 yards.

The 4.15 p. m. fast passenger train from Manchester to New Holland left Sheffield at 6.38, eighteen minutes late, and Retford at 7.31, sixteen minutes late, on the day in question. It was composed of an engine and tender, five passenger carriages, and two break-vans, one before and the other behind the carriages. The engine-driver was warned by the locomotive foreman to "keep a good look out" in passing through the goods yards, but he was waved through that yard with a white light at each end of it, and he received no warning of any train being ahead of him. He was travelling at a speed of 25 miles an hour, up the gradient above referred to, of 1 in 120, and round a curve of perhaps half a mile radius, about two miles to the east of Retford, when he saw a red light in front of him. He thought at first that it was the distant-signal from the Clarborough Tunnel, and he shut off his steam and whistled for the guard's breaks. But he then came in sight of a bridge over the railway, and was thus made aware that he was upwards of a quarter of a mile from that signal and that the red light which he was immediately approaching must proceed from "something else." He reversed his engine and whistled again (he says) for the breaks, and he had reduced his speed to six miles an hour, according to his own account, or to 14 or 15 miles an hour in the opinion of the head-guard, when he struck a cattle-truck at the tail of a goods train.

The cattle-truck was crushed up; three of the beasts riding in it were killed, and two had their legs broken. The break-van in front of the cattle-truck was damaged, and the goods guard was thrown out and injured when about to jump out of it. Two of the passengers were slightly injured.

The head-guard, who rode in the last van of the passenger train, states that the train always slackens speed in ascending the gradient of 1 in 120 already referred to, and that he did not notice that the speed was reduced more than usual, until he suddenly felt a shock which knocked him back violently against the partition of his van and stunned him for a minute or two. He was standing up at the time, checking a handful of parcel-waybills, and he heard no whistle for the breaks. He looked at his watch when he had recovered himself, and he believes that the collision must have occurred at 7.39.

The assistant guard, who rode in the van next behind the tender, heard the engine-driver whistle for the breaks 200 or 300 yards before the collision occurred. He applied his break, and put the catch on it, and looked out as they struck the goods train. His head was thrown against the side of the window frame, but he was not much hurt.

The goods train was composed of a six-wheel-coupled goods engine, No. 110, twenty-eight loaded and two empty waggons, with two break-vans. It left Ardwick (near Manchester), 3 hours and 45 minutes late, at 10.5, the yard at that junction having been blocked up with goods trains; and it was further detained in shunting out of the way of passenger trains at different stations along the line. It reached Retford at 6.5, and left that station again after its work was completed, at 7.25 according to the engine-driver and guard, or 7.20 by the signalman's clock, 5 hours and 20 minutes late. The goods foreman had no watch or other means of ascertaining the time, except by asking the signalman or the gate-man, who are about 120 yards apart at opposite ends of the goods-yard; and he did not know the exact time at which the goods train started; but he allowed it to start, because he knew that the passenger train had been frequently late during the previous week or two, and because that train had not reached the Great Northern Station, at which it would remain 10 minutes.

The head goods-guard knew that the passenger train was due to leave Retford for New Holland at 7.15, and states that he asked the goods foreman whether he had not better shunt out of its way, and told him that he had rather do so; but the goods foreman said the goods train must go forward as there was no room to shunt it in the yard. The goods foreman denies that the guard said anything to him about shunting the train, but it appears that he could not even have found room for it on the other main line, and that it was a necessity, at all events, that it should go forward.

The sidings were occupied, the two goods lines were blocked up, and the other passenger line was already occupied by one coal train, which could not at that particular time have been set back across the Great Northern line.

In allowing the goods train to pass, the signalman observed, also, that the passenger train had not reached the Great Northern Station. He told the goods guard, in reply to a question, that it was overdue, and requested him to "put his best leg foremost."

The goods engine was a powerful one, with a cylinder $16\frac{1}{2}$ inches in diameter, and a stroke of 24 inches, working up to a pressure of 140 lbs. The six wheels, all coupled together, were $5' 3''$ in diameter. The rails were very slippery. The engine-driver states that he travelled for the first 1,650 yards at a speed of 14 or 15 miles an hour; that he ascended the gradient of 1 in 130 at 8 or 10 miles an hour; that he gained speed again upon the level, but that his engine began to slip on the gradient of 1 in 120, and that his speed was thus reduced to about 5 miles an hour. The head guard then began to sand the rails on one side while the fireman performed the

same duty on the other side, and the speed was increasing again when the collision occurred.

The goods train was then on the curve above referred to which runs through a cutting at this spot, and the view was further obstructed by the bridge over the line, which has also been mentioned. The engine-driver and fireman of the passenger train assert positively that only one lamp was visible to them in the first instance at the (right hand) side of the goods train, though the fireman saw a second lamp on the other side (as soon as his position on the curve admitted of it) before the collision. But they did not see any *tail* lamp, though the 2nd goods guard states that he had transferred his tail lamp from the back of his break-van to the cattle truck which was improperly placed behind it.

The principal causes of this accident are similar to the causes of other accidents on which it has been my duty recently to report on this railway. A heavy and unpunctual goods train was sent forward for want of siding accommodation in front of a fast passenger train, and in this case it was caught up before it could get under the protection of any fixed signals. The mere ten minutes interval of time between the two trains was lost in little more than two miles; and the fast train came upon the slow train at a part of the line on which its lights were only visible for about 230 yards.

Considerable improvement has been effected at Ardwick since the period when this train, in common with many others, was made so late in passing through that junction. But further accommodation for working the traffic is still much required on other parts of the

line as well as at the Retford goods yard. And, as I have pointed out in previous reports, the telegraph ought to be employed for the purpose of ensuring an interval of *space* between the trains. There are 12 passenger trains and 19 goods trains passing each way over the line east of Retford in the 24 hours, and though this traffic is light when compared with the traffic on the west of Retford, it is still of sufficient importance to make it exceedingly desirable that the employment of the telegraph should be extended. There are already telegraph-instruments in the office at the Retford goods yard, but the wires are so constantly occupied by other stations that there is great difficulty in using them for ascertaining when a passenger or other train is likely to arrive. In the present instance the goods train must have been starting from the goods yard as nearly as possible at the time that the passenger train was coming into the Great Northern Station. The trains are already telegraphed through the Claborough Tunnel, and it would be a great advantage if the block system there employed were extended, as might easily be done, into Retford.

It is a smaller defect, but not the less an important one, that the foreman in the goods yard should have no means of ascertaining the correct time. I recommend that a clock be placed in a conspicuous position in the Retford goods yard.

I have, &c.

H. W. TYLER,
Capt. R.E.

W. D. Fane, Esq.,
Board of Trade,
Whitehall.

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

Board of Trade
(Railway Department),

SIR, Whitehall, 22nd December 1865.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Manchester, Sheffield, and Lincolnshire [Lancashire and Yorkshire] Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the fatal accident which occurred at the Staleybridge joint station on the 2nd instant, and to request that my Lords may be informed of any steps which may be proposed to be taken for ensuring the safety of the public using the station.

I have, &c.

T. H. FARRER.

The Secretary of the
Manchester, Sheffield,
and Lincolnshire
Railway Company.

The Secretary of the
Lancashire and Yorkshire
Railway Company.

Board of Trade
(Railway Department),

SIR, Whitehall, 22nd December 1865.

WITH reference to the fatal accident at the Staleybridge joint station on the 2nd instant, to which you called attention in your letter of the 8th instant, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Colonel Yolland, the officer who was appointed by my Lords to inquire into the circumstances connected with the accident in question.

Copies of the report will be forwarded this day to the "Manchester, Sheffield, and Lincolnshire" and "Lancashire and Yorkshire" Railway Companies.

I have, &c.

T. H. FARRER.

James Sidebottom Esq.,
Mayor of Staleybridge,
Town Hall,
Staleybridge.

Board of Trade
(Railway Department),

SIR, Whitehall, 16th December 1865.

I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 11th instant, that I have inspected the Staleybridge station, and inquired into the particulars of the fatal accident which occurred there on the 2nd.

I was met at the railway station by the mayor and town clerk of Staleybridge and by the officers of the Manchester, Sheffield, and Lincolnshire, and Lancashire and Yorkshire Railway companies.

It appears that this station, when it was first opened in September 1846, formed a terminal station for the Manchester, Sheffield, and Lincolnshire Railway Company, both for goods and passengers, and two lines of way were laid down, of which only one was used for the passenger traffic which arrived at and departed from a single low platform 14 inches in height situated on the north side of the railway. Some time afterwards the Lancashire and Yorkshire Railway Company began to use this station as a terminal station for their passenger traffic; the London and North-Western Railway Company obtained Parliamentary powers for running over the Manchester, Sheffield, and Lincolnshire Railway at Staleybridge, for their Huddersfield

and Manchester branch which forms a continuation of the former from Staleybridge eastwards, and the passenger traffic was worked from this platform and a narrow platform between the rails for the London and North-Western Railway. About 6 years since, another platform was erected south of the railway and that between the lines removed, and another line of rails was added; this platform is 2 feet above the level of the rails, and on it there are booking offices and small waiting rooms, and this platform and the booking offices are now used for the trains of the three companies proceeding towards Manchester or Stockport. In order to do away with the necessity for passengers proceeding by trains in those directions or arriving at Staleybridge from Yorkshire by the London and North-Western trains, crossing the three lines of railway on the level, an approach to the south platform from a private road belonging to the Manchester, Sheffield, and Lincolnshire Railway Company passing through the coal yard below, was constructed up a long, narrow and steep flight of stone steps, 47 in number, which it is admitted by the railway authorities is but little used, and is certainly objectionable, and to elderly and infirm persons must be dangerous. This south platform is also very objectionable and dangerous, as it is only 6 feet wide for a length of about 71 feet, as it is at times crowded with people, as many as between 200 and 300 being booked to proceed by a single train, besides others waiting to proceed by other trains, and the steps for getting down off this platform in order to cross on the level to the north side are also dangerous.

No inspection by an officer of the Board of Trade appears to have been made of the alterations introduced about 6 years since, and if submitted they could not be allowed. There is a sufficient amount of platform accommodation on each side of the railway, but a great deficiency of shelter, and when the station ceased to be a terminal station for a single company, which at the present time only runs 13 in and 13 out passenger trains, with 3 goods trains in each direction, and was made to serve the purposes of a roadside station for the London and North-Western Railway Company, with 26 up and 27 down passenger trains, besides 24 goods trains in each direction, and also to be a terminal station for 12 in and 12 out passenger trains of the Lancashire and Yorkshire Railway Company, the station should have been carefully re-arranged in order to adapt it for the various kinds of traffic.

In reference to the accident which occurred at the station on the 2nd instant, I should state that it occurred to a passenger named Wright who had got out of a London and North-Western train from the east on to the platform at the south side of the railway, and he proceeded down the steps of this

platform and had walked across the three lines of railway, and was in the act of stepping up on to the low platform north of the railway, when he slipped down, and fell with his legs across the rail and his back against the steps, just as the Manchester, Sheffield, and Lincolnshire train due at Staleybridge at 8h. 48m. P. M., arrived at 8h. 55m. when the engine and tender and several carriages passed over and nearly cut off his legs. They were so much mutilated that they were obliged to be amputated, and he died of the shock to his system on the following evening. He was 78 years of age. He gave as his reason for crossing on the level, that he saw a boy cross, and thought he would do the same. He admitted to the station master that he had seen the Manchester, Sheffield, and Lincolnshire train coming in before he attempted to cross, and he would have succeeded in his attempt, if he had not accidentally slipped down. No servant of the company appears to have been aware of his intention to cross the rails on the level. The distance between the edges of the two platforms is about 32 feet.

The mayor of Staleybridge and the inhabitants of that town, which contains a population of about 25,000 persons, are anxious that the railway companies should construct an entirely new station on a different site, and I am informed that the subject has been under the consideration of the Directors of the Manchester, Sheffield, and Lincolnshire and the Lancashire and Yorkshire Railway Companies, and their respective engineers have been directed to prepare and submit a project on the subject; but there does not appear to be any immediate prospect of anything being done.

If the railway companies cannot determine to erect a new station, I would suggest the construction of an over bridge, so as to do away with any pretence for crossing on the level, and to raise the platform on the north side to the same level as that on the south side and thus remove the facilities for crossing; to remove the booking offices on the platform on the south side, and provide a platform with a clear width of about 12 feet, with proper shelter on both platforms.

This can be done on the ground now occupied by the present station without any necessity for acquiring more land, but it is questionable whether it would not eventually be more desirable to build another station.

Several other fatal accidents have occurred at this station, at the south platform, but they have all happened to persons when attempting to get out of trains before they have stopped.

I have, &c.

W. YOLLAND,

Colonel.

*The Secretary
Board of Trade,
Whitehall.*

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

*Board of Trade
(Railway Department),
19th January 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Manchester, Sheffield, and Lincolnshire Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to enquire into the circumstances connected with the collision that occurred at the Woodhouse station on the 27th ultimo.

I have, &c.

W. D. FANE.

*The Secretary of the
Manchester, Sheffield, and
Lincolnshire Railway Company,
London Road, Manchester.*

SIR, 10, Abchurch Lane, London, 17th January 1866.

In compliance with the instructions contained in your Minute of the 1st instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 27th December last, at the Woodhouse station of the Manchester, Sheffield, and Lincolnshire Railway.

This station is on the west of the Woodhouse junction, and five miles east of Sheffield. The Midland Railway from Derby and Eckington, and the Birley (colliery) branch join the Manchester, Sheffield, and Lincolnshire Railway at this point. The line is level for about 1,000 yards in the station yard, but there is a falling gradient towards the station of 1 in 150 from the direction of Sheffield. There are main signals and distant signals for the Midland and Man-

chester, Sheffield, and Lincolnshire Railways, and there is a distant signal on the Birley branch. There are telegraph instruments towards Sheffield on one side and towards Retford on the other, but none towards Eckington. The accommodation for the signalman is of a wretched description. Besides others, there are two sidings north of the up line, which are called on the spot the *long* siding and the *back* siding. The former communicates with the down line, across the up line, by a pair of points 350 yards west of the junction cabin. The line curves considerably to the northward on the west of these points, and the view of an approaching train is much obstructed by the side of the cutting and by a bridge over the line 70 or 80 yards west of the points.

The 6.5 a.m. passenger train from Manchester to Hull and London approached Woodhouse at 9.14 on the morning in question, about 21 minutes late. It consisted of an engine and tender, 10 carriages, and 2 break-vans. The main signal and two distant signals were lowered for it to pass through the junction, and the engine-driver was travelling at a speed which he estimates at 10 or 12 miles an hour, but which was probably rather more, when he saw, in rounding the curve and nearing the over-bridge above referred to, some goods waggons on the up line in front of him. He reversed his engine, turned on his steam, and whistled for the breaks; but he was unable to avoid a collision with the last of these waggons, at a speed of perhaps 6 or 8 miles an hour.

The smoke-box door, the steam-pipe, the sand-box, the spring pillar, and one of the cylinder ends, as well as the buffers of his engine, were damaged. The waggon which was struck and that in front of it were turned over, and a pair of wheels was knocked from under each of them. One of the waggons grazed the sides of the passenger carriages, breaking a buffer-plank and a footstep of one of them. Ten of the passengers were injured, but none seriously.

The waggons which were thus in the way of the passenger train belonged to a goods train from Eckington, which had passed through the junction in the opposite direction at 9.11. This train was 3 hours and 6 minutes late, the Manchester, Sheffield, and Lincolnshire Company's engine having been kept waiting at Eckington for the Midland train to arrive. It was composed of an engine and tender, about 30 waggons, and a break-van; and it had 14 empty and 4 loaded coal waggons to leave in the *long* siding. The engine-driver drew forward on the down line on which he had arrived, to the west of the station. The portion of the train which was to go forward was uncoupled from the remainder, and left on the east of the siding points, while the other portion was taken to the west of the points. The guard unhooked some of the waggons which were to be left, and allowed them to run down across the up line, towards the *long* siding, and the *shunter* held the points which turned them across. They had nearly cleared the up line when the passenger train, appearing suddenly round the curve, came into collision with them as above described.

The engine-driver, goods guard, and shunter, were all prohibited by No. 19 of the Company's printed regulations from fouling the up line in this manner

while the signals were down for the approach of a train. The engine-driver excuses himself by saying that the bridge over the line, to which he was very near, prevented him from seeing either the distant signal or the passenger train, and that the main signal was at danger when he passed the junction. The goods guard makes a similar excuse, and states that he "took the shunter's word for being all right." The shunter denies that he spoke to the guard before the collision, but admits that he held the points to turn the train across. He had attempted to jump on the break-van from the platform as the train passed it, and had missed his footing, at the same time that he clung with his hands to the hand-rail of the van. He thus had a fall on the ballast which half stunned him, and he attributes his neglect in not looking at the distant signal before he turned the waggons across to this circumstance.

But further protection is urgently required for these points and this through crossing, especially as they are so situated behind an over bridge and on a curve. A second arm should be added to the furthest distant signal towards Sheffield, to be turned to danger by the shunter before the crossing is used; and he should have good means of communication, by bell-and-arm or otherwise, with the junction signalman, in order that they may apprise each other when the line is, or is to be, obstructed, and when it is clear. They communicate with each other at present, either by hand-signals, or by the signalman lowering the signals intended for the main line when he wishes to intimate that a train is not to leave a siding, or to shunt waggons across so as to obstruct it; or, in foggy weather, which frequently occurs in this neighbourhood, by the signalman's leaving his cabin and going to the shunter to give him verbal instructions.

I am happy to learn that great improvements are to be made at this junction. It appears to be the most important on this particular railway which has not yet been supplied with cover for the levers and locking apparatus. Higher main signals are required, and a higher and a more distant auxiliary signal towards Retford. The arm of the distant signal on the Birley branch can hardly be distinguished at present from the cabin, and main signals are required for that branch. A telegraph to the Midland line, as well as each way on the Sheffield line, would be an important auxiliary to the signalman. The instruments used for the Sheffield line, being inside his cabin while the levers are outside, are not easily attended to. Means of inter-communication are also required between the junction cabin and the sidings and cross-over road on the east of it.

Although I take the opportunity of calling attention to these various requirements, which should be satisfied with as little delay as possible, I may add, in conclusion, that the only one which had anything to do with the present collision, was the want of proper protection for and communication with the points and crossing at which it occurred.

I have, &c.

H. W. TYLER,
Capt. R.E.

W. D. Fane, Esq.,
Board of Trade,
Whitehall.

MIDLAND RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 31st August 1865.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Midland Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my

Lords to inquire into the circumstances connected with the collision that occurred on the 15th instant, at the Wellingbro' Station of the Midland Railway.

I am, &c.

The Secretary of the
Midland Railway Company.

W. D. FANE.

SIR,

Whitehall, 29th August 1865.

I HAVE the honour to state for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 19th instant, the result of my inquiry into the circumstances which attended a collision that occurred on the 15th instant, at Wellingbro' Station on the Midland Railway, between an excursion train and a portion of a goods train, when about 14 passengers were hurt, one of them seriously, but the remainder were not much injured.

An up special goods train from Leicester to London reached Wellingbro' Station, which is about 16 miles north of Bedford, about 10.10 p.m., and a portion of the waggons were at once placed in the up sidings lying north of the station, and east of the main lines, and nearly filled them. After the down mail train had left at 10.40 p.m. the remainder of the train was shunted from the up across the down road, into the down siding lying west of the main line, and as the whole of the remaining waggons could not then be got into this siding without fouling the down line, the engine was uncoupled, passed by a cross over road and along the down line to the north end of the siding which joins the down line near the south end of the down platform, and was then hooked on to the waggons, drew them ahead, so as to be clear of the points, and then shunted them back along the down siding parallel to the down line.

There happened to be one waggon of goods intended for London between the engine and the break van, and the guard of the goods train said that he would take these out on to the main down line, shunt the break van on to the down main line, and then place the goods waggon next to the other waggons in the down sidings, and the signalman who was then in sole charge of the station allowed him to do as he proposed about 10.49 p.m., somewhere about four minutes before the time at which an excursion train from Burton to London was due to pass Wellingbro' Station without stopping, on its return journey to Burton.

One of the Company's rules directs that the main lines are, if possible, to be clear of all obstructions 10 minutes before the time at which any train is due to arrive at a station. In this instance, it was quite possible to have kept the down line clear, and the signalman admits that he was to blame for having allowed the goods engine, break van, and waggon to be brought out on to the main down line. I did not see the goods guard, as he had been discharged, but he must be considered as equally to blame with the signalman for having so unnecessarily broken one of the rules.

As soon as the goods engine, waggon, and break van had got out on to the main down line, the Burton excursion train was seen to be rapidly approaching, and it ran into the portion of the goods train then on the down line, smashing up the goods waggon, overturning and damaging the break van, at a speed which is variously stated by the different witnesses at from 8 to 20 miles an hour. The engine of the excursion train had its buffers broken, one of the taps of the steam chest knocked off, and the life guards bent, but it was not thrown off the rails, and none of the passenger carriages were damaged or thrown off the line.

Wellingbro' Station is situated on a curve in the line, and at the foot of two inclines. It is protected by the usual semaphore station signals, and by a distant disc signal about 670 yards south of the station signal, which can be first seen from the engine of a down train about a quarter of a mile from the signal, but the view is slightly interfered with by some bushes. The semaphore station signal is first seen opposite to the Gate House of a road crossing, 950

yards distant from the signal, but the view of it is a good deal interfered with by trees, until the distant signal is reached, and again by the water tank for a distance of 70 yards after the distant signal is passed.

There is conclusive evidence to prove that both the station and distant signals were at danger, and that the lamps, which were of gas, were burning, although the driver and fireman of the excursion train engine state that they were both looking for the distant signal and could not see it.

They admit that they did not see the station signal at the place where it first comes in sight, and that when they did see it, it was at "danger." The engine driver states that when he came round the curve by the Gate House he sounded the whistle once, and when he could not see the distant signal he shut off the steam, but did not cause the tender break to be put on, until he saw the station signal at danger, and very nearly at the same time he saw a train standing at the station. He then put the break on, and sounded the whistle for the guards breaks, reversed the engine and put on the steam the reverse way.

He thinks he was running 30 miles an hour when he passed the Gate House, but some of the other witnesses estimate the speed at 35 or 36 miles an hour.

I gather from the statements of the various witnesses that the driver and fireman took no effective steps to stop their train until they had passed inside the distant signal and were within about 500 yards of the station signal, and the place where the collision occurred.

The train consisted of engine and tender, 13 carriages and 2 break vans, with a guard in each, at the two extremities of the train. It contained about 300 passengers, and it might, at very moderate cost, have been provided with continuous breaks at each extremity of the train that would have enabled it to be stopped without any collision, notwithstanding the fact of the driver and fireman having failed to observe the signals at a greater distance from the station.

I have thus shown that the collision would not have taken place if the guard of the goods train or the signalman at the station had done their duty, and it is further apparent that it would not have happened if the driver and fireman of the excursion train had kept a good look out, or if the train had been furnished with continuous breaks at the extremities of the train notwithstanding their neglect.

But it appears that the engine driver and fireman left their homes at 2.30 a.m. They got to London at 9.50 a.m., amused themselves during the day in London, and about 10.50 p.m., 20 hours after they left their homes in the morning, they omitted, when running to their proper time, and when the station at Wellingbro' should have been clear for them to run through it without stopping, to keep a sharp look out and to observe the station and distant signals as soon as they might have done.

I do not think it all surprising, under the circumstances, that this should have happened, and consider that this mode of working excursion traffic is very objectionable, and well calculated to endanger the lives of those travelling in such trains.

It is quite true that the engine driver was not on duty on the previous day, and that the fireman only had an ordinary day's duty, and both might have gone to bed some time after they got to London in the morning, but it could not be expected that they would do so.

It would be very desirable to improve the view of the Wellingbro' signals, when approaching the station from the south.

*The Secretary,
Board of Trade,
Whitehall.*

I have, &c.,
W. YOLLAND,
Col.

MIDLAND RAILWAY.

*Board of Trade
(Railway Department),*

SIR,

Whitchall, 21st December, 1865.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, in order that the same may be laid before the Directors of the Midland Railway Company, the enclosed copy of the report made by Captain Tyler, R. E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 13th ultimo between a mail passenger train and a goods engine near Sheffield.

I am, &c.

J. E. TENNENT.

*The Secretary of the
Midland
Railway Company.*

SIR,

Wakefield, 15th December, 1865.

IN compliance with the instructions contained in your minute of the 29th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 13th ultimo, near Sheffield, on the Midland Railway, between a mail passenger train and a goods engine.

The 3.20 A.M. goods train from Masborough to Sheffield left the former station at 3.40 A.M. on the morning in question, consisting of an engine (No. 178) and tender, 35 waggons loaded with iron, lime, and goods, and a break-van. The engine had its six wheels all coupled together, and is stated to have been in good working order; its cylinders were 16 inches in diameter, with a stroke of two feet; its wheels were five feet in diameter, and it was working at its full pressure of 140 lbs. of steam; but the morning was foggy and frosty, and the rails were very slippery. Although the load was not an unusual one, the engine began to slip at half a mile from Masborough, and after travelling very slowly for $2\frac{3}{4}$ miles further the train came to a stand.

The guard, who had followed it on foot for the whole of that distance, then went back to the Blackburn Junction, which is about $2\frac{1}{2}$ miles from Sheffield and $2\frac{3}{4}$ miles from Masborough, and requested the signalman to stop the mail train. As soon as that train arrived the goods guard joined it, and he rode on the engine up to the tail of his own train. He then left the mail engine to push behind, while he went forward to the goods engine to assist in throwing ballast on the rails. The two trains proceeded together in this manner for about a mile, and then came to a stand at 5.5 A.M., a mile from Sheffield, unable to go further. As a last effort, the mail train was got clear of a cross-over road which afforded the means of transferring it from the east to the west line of rails.

The goods-guard proceeded next to make his arrangements for taking the mail train along the *wrong* line into Sheffield. He communicated his intention to the passenger engine-driver, and told him to get his train across, and also to the signalman at what is called the "east end engine-shed crossing." He went forward to the goods engine, uncoupled it from the train, and proceeded with it towards Sheffield. He told the pointsman at the "Bell box," near the Sheffield platform, to let nothing pass, as he was going to pilot the mail down the wrong road; he said the same thing to the pointsman at the "Elevated box," half a mile from the Sheffield station, and he went forward with the goods engine towards the passenger train, to "pilot it," as he had intended to explain, down the wrong line.

When he had gone about 200 yards beyond the "Elevated" box, or less than three quarters of a mile from the Sheffield station, he met the mail train coming along the same line of rails in the opposite direction. The engine of that train came into collision with the tender of the goods engine at speeds which are stated to have been from three to five miles an hour. The engine drivers were unable to see each other for more than "10 yards" for the fog. The buffer-plank of the goods tender was broken and the tank was bulged in. The buffer-plank of the passenger engine was also broken, and the engine framing was strained. Two of the passengers in the mail train have complained of injury.

The mail train had previously left Masborough punctually at 4.30 A.M. for Sheffield, consisting of an engine and tender, and four carriages, of which two were break carriages. The engine-driver ran over several fog signals before he reached the Blackburn Junction, and having been joined by the guard of the goods train he assisted in pushing that train forward for a mile, as I have already described. He understood when the goods guard left him, after they finally came to a stand, that the goods guard was going to precede him to the "Elevated box," in order that no engine or train might come in the opposite direction; and he explained this arrangement to his own guard, who joined him shortly afterwards. They determined to wait for five or six minutes to give the goods-guard time to make the line safe for them, and they then crossed over to the *wrong* line and proceeded along that line towards Sheffield as they understood that they were intended to do.

The pointsman at the cross-over road took the same view of the goods guard's meaning, and thought he had gone "forward with a signal." He therefore turned the mail train across, and allowed it to proceed along the wrong line towards Sheffield.

The collision was therefore caused by a misunderstanding on the part of the engine-driver of the mail train and of the pointsman, as to the intention of the goods guard; and a reference to the company's book of printed regulations affords a key to this misunderstanding.

No. 19 of those regulations lays down a mode of working by a pilot guard, which is to be put in force "when an accident occurs on any part of the line," and when, one line being obstructed, arrangements may be made "to run the train on the line which is clear." Under this regulation, to avoid two trains meeting, a person must be appointed as pilot-guard to "ride on every engine which passes along the single line of rails" and "no engine is to pass on the single line at either end unless the pilot-guard is present and riding upon the said engine, unless two trains are required to follow in the same direction, in which case the pilot-guard must order the first train to proceed whilst he waits until the next engine arrives upon which he must ride, &c., &c."

No. 23 of those regulations directs that "when an engine shall be obliged to move in the *wrong* direction on either line" the guard or other competent person shall go with a signal "one mile in advance of the engine, to stop any engine or train coming on the same line in the opposite direction; and whilst moving, the engine-man shall make frequent use of the whistle, and shall not run at a speed exceeding four miles an hour, so as to enable the person sent in advance to keep one mile before the engine."

The goods-guard intended evidently to work under the former, while the engine-driver of the mail train and the pointsman believed that he would work, and acted themselves as if guided by the latter of these regulations. It would be better if, after the ex-

perience of the present accident, these regulations were revised; if it were more clearly laid down in what cases precisely each method should be adopted; and if, before working on the wrong line, or, which is virtually the same thing, temporarily on a single line, written instructions were required to be handed by the guard or other person initiating the system to

the engine-drivers and pointsmen at either end of the portion of railway so worked over.

*The Secretary to the
Board of Trade,
Whitehall.*

I have, &c.

H. W. TYLER,
Capt. R.E.

MIDLAND GREAT WESTERN (OF IRELAND) RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 22nd December 1865.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Midland Great Western (of Ireland) Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by my Lords inquire into the circumstances connected with the collision that occurred near Kilcock Station on the 7th October. last.

I am, &c.

*The Secretary of the
Midland Great Western
(of Ireland)
Railway Company.* T. H. FARRER.

SIR, *Portarlington, 14th December 1865.*

IN compliance with your minute of the 27th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances that attended the collision, that took place on the 7th October 1865, between Maynooth and Kilcock stations, on the Midland Great Western Railway of Ireland.

Twelve persons are reported to have been injured, but none of them severely.

Seven of the above are workmen in the Company's employment. Four of them and one of the passengers leaped out of the carriage they were travelling in on perceiving that a collision was going to take place.

A train, consisting of an engine and tender, 7 trucks loaded with coals, twenty-one empty waggons, and a guard's break van, with a guard in it, left Broadstone station, Dublin, at 7 A.M. on the 7th October 1865. It stopped at Kilcock station at 8.20 A.M. The station master unhooked the engine, so that the driver might fetch three empty waggons from the up line and take them on with his train.

The guard states, that after screwing on his break, he came to the front of his train and directed the driver to put back again, so that he might hook on the seven coal waggons that the station master had unhooked, and by that means, get the empties (that were to be taken from Kilcock,) placed in rear of the coal waggons.

The driver did put back; the coal waggons were hooked on, and then the driver got off his engine to oil it. While he was doing this, the guard unhooked the 21 empties which were behind the coal trucks.

The driver, on remounting his engine, did not observe that the empties had already been unhooked and he eased his engine back, to facilitate the work of unhooking.

In doing so, he appears to have given the 21 empty waggons which were then standing loose, a slight push which started them. The motion was so slight at first, that neither the driver, nor the guard who was already about half way between the end of the coal trucks and the engine, perceived them move.

Kilcock station is at the summit of an incline.

The line from the east end of the station for the first 500 feet towards Dublin falls, on gradients of 1 in 900 and 1 in 300. It then falls, for about $\frac{1}{4}$ of a mile, on gradients of 1 in 100, 1 in 108, and 1 in 120.

The engine of the goods train stood near the cross-

over road, at the east end of the station. The engine, tender, and most of the waggons, occupied a length of 500 feet, where the gradient was only 1 in 900 and 1 in 300, but the van and probably one or two waggons, stood on the incline of 1 in 100.

The weight of the coal waggons in front, and the number of empties standing on the flat portion of the line, would prevent the train from running back, (even if the guard neglected to put on his break) so long as it was not disturbed. The break was found completely off, after the accident, and there is no doubt that the guard forgot to screw it on, before leaving his van. The push backwards, given by the engine driver, after the coal waggons were detached, appears to have started the empties. They ran down the incline which extends for $\frac{3}{4}$ of a mile towards Maynooth, and had gone about $\frac{1}{2}$ a mile further on the level towards that station, when a passenger train which left Dublin at 7.30 A.M. and Maynooth at 8.38 A.M. ran into them as it came round a curve.

A slight injury to the buffer plank of the engine was the only damage done to the passenger train, which consisted of a tank-engine, weighing about 13 tons, a third class, two composite carriages and a guard's van, with a guard, at the tail of the train.

The driver and fireman jumped off just before the collision.

The guard's van at the tail of the goods train, which came into collision with the engine of the passenger train, was knocked off the rails and the buffers were broken.

The empty waggon next to the van, mounted the waggon in front of it, but its rear wheels remained on the rails. No further damage was done.

The engine belonging to the goods train, followed the run away waggons as soon as possible, and came up shortly after the collision.

The driver of the passenger train had got about $2\frac{1}{2}$ miles from Maynooth when he perceived the empties. The railway at this point, curves to the left, and there is a farmyard with hay stacks in the bend, which somewhat impedes the view.

The driver at first supposed the empties, to be a ballast train on the up line. He considers that he was running at a speed of about 35 miles per hour, and had got within 200 yards of the empties, when he found that they were coming towards him on the down line, on which he was travelling. He reversed his engine, whistled so loudly for the breaks, that he alarmed the persons in the train, several of whom jumped out. He thinks that he had reduced his speed to about 12 miles an hour, when he struck the van attached to the empty waggons.

The accident was caused no doubt, by the guard of the goods train, neglecting to put on his break, when he stopped at Kilcock station.

It would be desirable that the breaks of all waggons standing on an incline of the kind should be put on, when the engine is detached and shunting takes place. I would further suggest the desirability of putting throw off points, on the down line, at such a distance from the station, as to be outside the last vehicle of the longest train. They should be loaded so as to stand open for the siding, to catch any vehicles that may break away.

I have, &c.

*The Secretary of the
Board of Trade,
Whitehall.*

F. W. RICH,
Capt. R.E.

NORTH BRITISH RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 12th Dec. 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you to be laid before the Directors of the North British Railway Company, the enclosed copies of the Reports made by Captain Rich, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collisions that occurred on the 18th and 29th ultimo, at the Heiton goods siding on the North British Railway between Roxburgh and Kelso stations.

I am, &c.

J. EMERSON TENNENT.

*The Secretary of the
North British
Railway Company.*

SIR,

Dublin, 9th Dec. 1865.

IN compliance with the instructions contained in your minute of the 29th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision, that occurred on the 18th ultimo, between Roxburgh and Kelso station, on the North British Railway.

About half a mile east of Roxburgh station there is a goods station named Heiton. The sidings were placed there, to receive the goods from the district, on the east side of the Teviot River, as there is no bridge over the Teviot at this place, by which they might be taken to Roxburgh station, and Kelso station is two and half miles east of Heiton sidings.

The sidings are in charge of a man who acts as signalman and goods porter, and is also required to collect the unpaid accounts belonging to his station. He is provided with distant signals on each side to protect his station.

On the 18th November a special goods train, consisting of an engine and tender, nine loaded waggons, and a break van and guard at the tail of the train, stopped at Roxburgh station on its way to Kelso, at 5.47 p.m. Two of the waggons of this train were to be left at Heiton sidings.

The train was started from Roxburgh at 5.58 p.m. by the station master, who states, that he gave distinct orders to the guard of the goods train, to shunt his train, clear of the main down line at Heiton.

The signalman at Roxburgh heard the station master give these orders to the guard of the goods train. The latter did not come before me as he had only just been released on bail, and did not wish to give me his evidence.

When the special goods train arrived at Heiton, the signal porter (who is also on bail and did not appear before me) was absent from his post.

It is stated that he was collecting some accounts, which had been given to him that day for collection by the station master at Roxburgh.

The guard of the special goods train, instead of attending to the orders he is said to have received from the station master at Roxburgh, unhooked the engine and three front waggons of the special goods train and held the points for the driver to take these waggons across, and leave two of them in the goods sidings. Six loaded waggons were left on the main down line, and the guard, in direct disobedience of the regulations of the North British Railway Company, also neglected to turn on the distant signal to protect this train.

A passenger train, consisting of a tank engine, a horse-box, a second-class carriage with break compartment, one first-class, one third-class carriage, and a break-van with a guard in it, left St. Boswell's at 5.50 p.m. It was 19 minutes late. It left Roxburgh on its way to Kelso at 6.13 p.m., 19 minutes late. The line from Roxburgh to Heiton falls on a gradient of 1 in 100, and the train had attained a speed of 18 or 20 miles an hour on reaching the Heiton distant signal which denoted all right. The driver of the passenger train perceived the lamps on the van at the tail of the goods train, which was standing on the down line in front of him; but Heiton sidings are situated on a curve, and he did not think, and could not know, that the van was on the same line of rails that he was travelling on till he got within 70 or 80 yards of it.

As soon as he did, he told the fireman to put on the breaks, and he reversed his engine and shut off steam; the fireman and driver then prepared to jump off, which they did just before striking the guard's van. The driver states, that he had no time to whistle for the guard's break or to put on steam after reversing the engine.

His shoulder bone was broken, and his fireman's arm was strained. Eleven passengers were more or less cut and bruised. The Rev. W. Gordon received a severe blow on the head, and the guard was knocked down amongst the luggage, got a severe blow on the head and several bruises. The speed of the passenger train appears to have been hardly reduced at all before the collision took place. Neither the engine or any of the carriages left the rails, but the tank, the fender guards, and hind buffers of the passenger train engine were broken, and the buffers and inside framing of the carriages were damaged. The couplings between the first and third-class carriages were also broken.

The van of the special goods train and three of the waggons were broken to pieces, and a fourth was slightly damaged and knocked off the rails.

The permanent way is stated to have been slightly injured.

Though the position of the signals at Heiton siding had nothing to do with the accident, I would suggest that they be placed at a greater distance from the sidings, so that they shall be well seen by the drivers of trains as well as by the man working them.

The approach to Heiton from Kelso is on a falling gradient of 1 in 135, and from Roxburgh it is on a falling gradient of 1 in 100.

If the North British Railway Company could do away with these sidings it would be an advantage, as detached mineral or goods sidings, left in charge of an ordinary porter or depending on the train guards, to work the signals, are always more or less sources of danger.

A second accident of a similar kind, which I have also inquired into and reported on, occurred at these same sidings on the 29th November.

The collision of the 18th ultimo was caused by the guard of the special goods train leaving a part of his train on the main line, in direct disobedience of the orders of the station agent at Roxburgh, and by his not putting on the signals to protect his train in accordance with the regulations of the North British Railway Company, when he found that the signal porter belonging to Heiton sidings was absent from his post.

I have, &c.

F. H. RICH,

Capt. R.E.

*The Secretary
Board of Trade,
(Railway Department).*

NORTH BRITISH RAILWAY.

*Board of Trade
(Railway Department),
Dublin, 9th December, 1865.*

SIR,

WITH reference to your Minute of the 29th ultimo, directing me to report on a collision that occurred on the 18th ultimo, near Roxburgh, on the North British Railway, I have the honour to submit, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances that attended a collision of a similar kind, that occurred at the same place, (Heiton goods siding) on the 29th ultimo.

The only differences between the collisions that took place at Heiton on the 18th and again on the 29th ultimo, are, that on the 18th ultimo the signals were not put on to protect the goods train standing on the main line, and on the 29th ultimo the driver of a passenger train who following a goods train neglected to observe the signal in proper time, which was put on to protect the goods train that preceded him, and which had been stopped at these sidings.

On the 18th ultimo the two trains were proceeding from Roxburgh to Kelso. None of the vehicles in the passenger train left the rails, but several passengers were injured. On the 29th ultimo the trains were proceeding from Kelso to Roxburgh, the engine and all the passenger carriages but the last left the rails, and only one passenger is reported to have been injured. He received a bruise on his leg and a cut on his forehead.

On the 29th ultimo, a special goods train was started from Kelso at 7.10 p.m. for Edinburgh.

It consisted of an engine and tender, 14 full and five empty waggons, with a guard's van and guard at the end of the train.

When started from Kelso it was not intended to stop at Heiton, but the signal porter in charge of the sidings stopped the train by his signal, as he required four empty waggons from it. The goods train had been about 19 minutes in travelling the two and a half miles from Kelso to Heiton, as the inclines are steep, and the rails were greasy from rain; a minute or two was lost by the driver and guard wishing to take on the empty waggons to Dalkeith and not consenting to leave them at Heiton, till the signal porter insisted on having them and would not give the driver the all right signal to go on.

The guard's van had been uncoupled and the driver of the goods train had got the signal to pull up his train, and was about putting the empties into the sidings when he heard the passenger train coming. The driver commenced to move forward again, when he heard the passenger train coming, but he had barely got under way, when the passenger train came into collision with the guard's van which had been uncoupled, broke it to pieces, and drove it forward on to the waggons at the end of the goods train, four of which were broken to pieces.

The passenger train left Kelso at its proper time, 7.25 p.m. It consisted of an engine and tender, a guard's van, one third, one first, and one second class carriage with a break compartment in which the guard rode.

They were coupled in the order given.

The driver of the passenger train is out on bail and did not give me his evidence, but his fireman stated

that he was perfectly aware that the goods train had started 15 minutes before, but that he believed that it was not going to stop at Heiton.

According to the North British Railway Company's time tables, the 7.15 p.m. passenger train is allowed nine minutes for the three miles between Kelso and Roxburgh, which gives an average speed of 20 miles per hour, but the first three quarters of a mile out of Kelso is up a steep incline of 1 in 70, and the fireman stated that they travelled up this incline at a speed of about 10 miles an hour.

According to the several witnesses, the passenger train came into collision with the goods train at Heiton, which is two and a half miles from Kelso, about seven or eight minutes after leaving Kelso. The speed from the top of the incline to Heiton was probably not less than 25 miles per hour. From the evidence of the fireman (who was engaged in taking up the clothes box which had fallen amongst the coals in the tender, when the driver called to him to hold on,) the driver of the passenger train does not appear to have noticed the Heiton distant signal till he got close up to it, even if he did so then. He reversed his engine, but does not seem to have whistled for the guard's breaks and ran into the van, which had been uncoupled from the goods train, and which had lights attached to it, at a speed of 12 to 15 miles an hour.

The passenger engine, and all the carriages except the last, were thrown off the rails. The engine No. 18 had her framing bent. The eccentric straps and buffer planks were broken, and most of the gearing was bent, probably in consequence of one of the pairs of wheels of the van which the engine struck, getting underneath the engine.

The van next to the engine had one spring and the break screw broken.

The distant signal on the Kelso side of Heiton sidings is about 270 yards distant from the sidings. It can be seen for more than half a mile before reaching it, but the line is on a falling gradient of 1 in 135, and most of the evidence is to the effect, that the night was foggy and that the signal could not be seen for any great distance. I am inclined not to put much faith in this evidence, which is decidedly contradicted by the signalman at Heiton sidings, and is borne out by the fact that he did stop the special goods train by the said signals, although the driver was rather unwilling to be stopped.

The goods train, moreover, was a heavy train of 14 full and five empty waggons, with only one break, whereas the passenger train consisted of only three carriages and a break van, and could no doubt have been stopped in proper time had the driver been looking out for the signals.

I consider that the collision at Heiton on the North British Railway, which occurred on the 29th ultimo, was caused by gross neglect on the part of the driver of the passenger train, who no doubt believed that the goods train was not going to stop at Heiton, and failed to keep any look out for the signals.

I have, &c.

F. H. RICH,
Capt. R.F.

*To the Secretary
Railway Department,
Board of Trade.*

NORTH-EASTERN RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 13th September 1865.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the North-Eastern Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred at the Malton Station, on the 5th ultimo.

My Lords trust that Captain Rich's recommendations will receive the careful consideration of the Directors.

I am, &c.

W. D. FANE.

*The Secretary of the
North-Eastern
Railway Company,
York.*

SIR, *Whitehall, 1st September 1865.*

IN compliance with your minute of the 12th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances that attended the collision that occurred on the 5th ultimo at Malton Station on the North-Eastern Railway.

No passengers are reported to have been injured.

As this collision appears to have been caused by the improper system of signalling at Malton and the want of a proper signalman to perform the duties, I would first submit the signalman's evidence as to the daily duties he is appointed to perform.

Thomas Brigham, who is charged with the duties of signalman at Malton (which is rated as a first-class station in the book of regulations of the North-Eastern Railway), is a young man who has been 19 months in the Company's service, and has been signalman for one month. He stated: "My duties are, to sweep out a train at 6 a.m.; I then fetch the lamp from York back signal; I then look to the water closets and clean them. After breakfast I attend the signals. I attend as porter to all passenger trains. When the 10.10 a.m. train to York goes through I have to go and clean and wash a Driffield train; between 11 and 12 I come to the signals again; I then have the shunting of the Driffield train at 11.50 a.m. I attend to my signals till 1 p.m., when some of the porters come back, and I am released till 2 p.m. I then take charge of the signals again till the expresses pass from York and Scarborough. I then clean out and couple up the Driffield train for shunting, and shunt her out for half-past four. I then take charge of the signals for the night by lighting the signal lamps. I then leave, after the last train passes from York at about 8 p.m. I am supposed to work the signals for the goods trains, but if I am away at other work they come in without the signals being lowered. I am often away from the signals when I should be at them." Thomas Brigham received 17s. per week for the performance of these many duties and for attending 15 hours in the day.

There are 19 up and 19 down passenger trains and 15 goods trains up and 15 down, which pass through Malton daily, besides special trains, for which the regulations provide, as follows; for the North-Eastern Railway in general, "but it will frequently happen that special trains not in the time bills, requiring special attention, will be dispatched without previous notice; it is therefore necessary to be at all times prepared for unexpected trains."

The preparation as regards a signalman at Malton being altogether insufficient for the working of the station, a system of hand signals (which appear to have been given by any one in the yard who would afford assistance in that way) was consequently adopted.

Moreover, these hand signals were not given with a flag, as is usually the case with hand signals, but merely by the action of the hand.

On the 5th August, about 6.25 p.m., No. 332 engine, which had got off the rails to the eastward of Malton, whilst drawing a goods train, returned to Malton with two tool vans. The locomotive foreman, who went from York with another engine to assist in getting No. 332 on the rails, returned to Malton with her, having forwarded the goods train with the engine he brought from York.

The driver of No. 332, entered Malton Station against the station signal, as the signalman was not at his post and did not see the engine come in. The engine was brought to a stand on the up line, at about 20 yards on the Scarborough side of the station signal, behind some empty coal waggons. A hand signal was given by some person near the engine shed at the other end of the yard for 332 engine to push up the coal waggons, and immediately afterwards a second hand signal was given by another person to stop. These persons are said to have been the foreman of the yard and a boy at the points.

Next the station master appeared at the west end of the ticket platform near the engine shed, signalling with his hand.

The driver, the fireman, and the locomotive foreman, who were on No. 332 engine, all thought that the station master's signal was meant for them, and the driver supposed that he was intended to move across to the down line and pass through the station on that line towards York, instead of on the up line, which was blocked. He states that he was in the habit of doing this, and he is borne out in this assertion by the signalman, who states that it was the daily practice with the Driffield trains; and by the station master, who admits that when the up line and sidings on the south side were blocked the down line through the station was used by up trains.

At the time that the driver of 332 took the station master's hand signal to move across to the down line the signalman, whose post is at the east end of the station, had left it and gone half way down the platform to look whether the line was clear for the down express that was overdue. He was aware that a Scarborough goods train was shunting in the yard on the York or west side of the station, and as the curve of the line coming into Malton Station from York prevented his being able to see what was going on at the west side, he ran down the platform to get a view. He stated: "The distant signal, York side, was not on against the express. I had just nicely got it pulled off before the driver of the express whistled; but I ran out to the platform to get a signal that the down line was clear from shunting, which I knew was going on in the yard, before lowering my station signal."

His ignorance of the duties of a signalman is shown by his lowering the distant signal when he knew that shunting had been going on and did not know that the line was clear, though he shows a partial knowledge of the use of the signals by his keeping the station signal on till he was satisfied that the line was clear.

Whilst on the platform, looking out with this object, he perceived the station master at the far end of the ticket platform, signalling to him with his hand, and he was correct in thinking that this hand signal was intended for him to lower the station signal for the express, which was then inside the distant signal

He did so, and then perceived that the vans which were attached to No. 332 engine were foul of the down line on which the express was travelling. He called to the guard of the express to put on the breaks, and the driver of the express reversed his engine, but there was not sufficient distance for them to stop the train. The express, consisting of an engine and tender, a guard's van, a second-class, two first-class, a second-class carriage, and a guard's van, coupled in the order given, left York on the 5th August, at 5.40 p.m. It was about seven minutes late at Malton.

The distant signal at that station was taken off as the train came up, but fortunately the station signal was on, so that the speed of the train was checked to about 14 miles per hour after passing the distant signal. The station signal was taken off when the express was about half way between the distant signal and the station, and the express ran through the station at about 12 miles per hour with steam shut off.

On emerging from the station, the driver perceived an engine pushing two waggons from a cross-over road on to the down line on which he was travelling. He reversed his engine; the breaks were applied, and the speed reduced to about 10 miles per hour; but the distance was too short to prevent a collision, and the engine of the express train, struck No. 332, (which was pushing the waggon) on the off side, at the front spring. Fortunately, No. 332 engine was travelling backwards, pushing the waggons behind it, in the same direction in which the express was travelling. The front wheels of 332 were knocked off the rails; her buffer plank, foot plates, side rods, and one axle box were broken. The express engine was thrown off the rails; her buffer plank, one of the stays, and her leading axle box were broken. The driver and fireman were a little shaken, but not hurt.

Malton Station is on a curve, and has about a quarter of a mile of sidings at each end of the station. There are numerous pairs of points at each side of the station, connecting the sidings with the main up and down lines. It is protected with distant and

station signals, but owing to an engine shed and some trees, the station signal is not seen for the whole distance from the auxiliary signal, when approaching the station from York. The position of the station signals is such that the man in charge cannot see from his post what is going on at the sidings and in the goods yard to the west of the station, and there is no box for the man in charge to remain in.

It would be desirable to have one siding at each side of the station which would connect all the other sidings with the main lines, afford the means of controlling them with proper signals, and of keeping the main up and down lines clear for the traffic, instead of allowing the up trains to pass through the station on the down line, which appears to be the constant practice at present. The signalman should be placed in a properly elevated box, from whence he could command a good view of the whole station; and a proper signalman should be appointed.

Thomas Brigham appears to be quite unfit for such responsible duties. Hand signals, where absolutely necessary, should be given with a proper flag and by a man specially appointed for the purpose.

Malton appears to be one of those stations which has grown in importance since the line was opened. The arrangement of the sidings and signals for working the station appear to be inadequate to its requirements, and to have led to the adoption of indiscriminate hand signalling, which caused the collision that took place on the 5th inst.

The passengers in the express and the workmen in the vans had a great escape. I strongly recommend the North-Eastern Railway Company to make better arrangements, and appoint a proper signalman at Malton, as well as at all other stations belonging to them which are worked in a similar manner.

I have, &c.

F. H. RICH,
Capt. R.E.

*The Secretary
Board of Trade,
Railway Department.*

NORTH-EASTERN RAILWAY.

*The Board Trade
(Railway Department),
Whitehall, 10th October 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the North-Eastern Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred between a passenger train and a goods engine at the Newcastle central station on the 8th ultimo; and to express the hope of their Lordships, that the Directors will give their careful consideration to the recommendations contained in the report.

I have, &c.

W. D. FANE.

*The Secretary of the
North-Eastern
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 5th October 1865.*

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that in compliance with your minute of the 11th ultimo I have inquired into the circumstances connected with the collision that occurred on the 8th September 1865, at Newcastle central station on the North-Eastern Railway.

The causes that led to the accident are very similar to those that led to the collision at Malton station, on which I reported a short time since, viz., an inexperienced signalman, unfit for the duties he was

required to perform, and an arrangement of points and signals (necessarily complicated, from the great traffic into the station), to which none of the modern improvements have been applied.

The trains from Sunderland and the south enter the central station at Newcastle by the high level bridge, on which there are three lines of rails, two for passengers and one for goods. The main lines from the north join the lines from the south at the north end of the bridge. There is a raised hut, No. 1, close to the north end of the bridge, for a signalman to look out for trains approaching the junction, as they cannot be seen from hut No. 2, which is about 50 yards distant from No. 1, and opposite the points of junction.

The men in huts Nos. 1 and 2 work in connexion with each other, each having a certain number of signals and points connected with the junction under their immediate control.

There is a third hut, about 80 yards nearer to the station, where the points leading to the several lines and platforms in the station are worked. The man in charge of No. 3 also works in connection with the man in No. 2 hut.

The man in No. 2 hut has six pairs of points and four signals in his charge, and has to look to the men in No. 1 and No. 3 huts for signals that they may give in connexion with approaching trains.

From 200 to 260 trains pass his box each day. On the 7th ultimo the signalman belonging to No. 2 hut had obtained three days leave of absence, and the permanent way inspector was required to supply a platelayer to do his duty.

The permanent way inspector was perfectly aware

of the responsibilities of the station he was required to supply a man for. He selected Thomas Turnbull, who is 22 years of age, and whose first employment on railways commenced about 10 months before with the North-Eastern Railway Company.

He had been employed as platelayer in the yard since May last, and had had a fortnight's training in No. 2 hut.

On the 8th ult. an engine with two goods trucks was sent from the Manor to the Carlisle station at Newcastle. It had to pass the junction at the north end of the high level bridge.

The signalman at No. 2 hut allowed it to pass through the junction and across the main line to the goods sidings, by a pair of points worked from his box.

In doing so he hooked the points over, instead of letting them fall back and shut off the cross over road, as they would have done if he had not hooked them.

A train from Sunderland, consisting of a tank engine, a second, a first class, a composite, and a guard's van, coupled in the order stated, arrived at the high level bridge about 10.50 a.m. The distant and junction signals were lowered by the men in No. 1 and No. 2 huts, for the train to enter Newcastle central station. The man in No. 2 forgot that he had hooked over the points in the wrong direction when he lowered the signal for the passenger train.

It approached the junction at a speed of about six miles per hour. The driver shut off his steam about 50 or 60 yards before he reached No. 1 hut. When he got about 25 yards from No. 2, hut he perceived that the points were open for the goods siding, on which the goods engine was moving slowly towards him. He whistled, to try to make the signalman aware of his mistake, reversed his engine and put on steam, the guard and fireman applied the

breaks, but they could not succeed in stopping the train, which struck the goods engine at a speed of about four miles per hour. Thirteen passengers are reported to have been injured, but none of them severely.

The driver of the passenger engine and the firemen of both engines got off just before the engines struck. The driver of the goods engine remained at his post and was not hurt.

The buffer planks of both engines were broken, and some other slight damage was done to the engines and rolling stock.

The two front wheels of the carriage next the engine were the only ones that got off the rails.

The system by which the permanent way inspectors on the North-Eastern Railway supply ordinary platelayers to act as signalmen at the most important stations seems most objectionable, and so is that of hooking over the points, which ought always to be held.

I would suggest the desirability of the Company keeping an adequate number of duly qualified men to act as relief men when signalmen are absent from sickness, leave, or other causes.

I would also suggest the desirability of improving the whole arrangements of signals and points at the junction at the high level bridge, at Newcastle.

The whole of the signals and points connected with the junction should be brought under the control of one man. He should be placed in a hut elevated on a bridge, over the line of rails. The points and signals should be arranged on the locking principle, and the five goods and five carriage sidings should be connected with the main lines by one line of rails, controlled by a signal from the junction hut.

I have, &c.

*The Secretary
Board of Trade,
Whitehall.*

F. H. RICH,
Capt. R.E.

NORTH-EASTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 14th November 1865.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the North-Eastern Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred at the Gateshead station on the 10th ultimo.

I am, &c.

W. D. FANE.

*The Secretary of the
North-Eastern
Railway Company.*

SIR,

Sheffield, 9th November 1865.

IN compliance with the instructions contained in your minute of the 18th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 10th ultimo, at Gateshead, on the North-Eastern Railway.

Proceeding southward along the main line of the North Eastern Railway, from the high-level bridge over the Tyne between Newcastle and Gateshead, there is, first (after the Gateshead station) the Greensfield junction with a mineral branch and the locomotive sheds; secondly, the Hawk's cabin, at the junction with the Gateshead goods sidings, 539 yards from the above; thirdly, at 365 yards further, the Washhouse Lane level crossing, with a semaphore signal; fourthly, at 247 yards, a distant-signal worked by wire from the Hawk's cabin; fifthly, at 587

yards, another distant-signal worked by wire from the Washhouse Lane, and 834 yards from that level crossing; and sixthly, 1102 yards from the last-mentioned distant-signal, the Felling, or Green Lane, level crossing, where there is also a semaphore signal. The distance, therefore, between the above level crossings is 1,936 yards, or rather more than a mile, and the gradient between them falls towards the north, at the rate of 1 in 360.

The 4.30 p.m. passenger train from York to Newcastle left the former station punctually, and Pelaw Main at 7.47, seven minutes late, on the evening in question. It consisted of an engine and tender, eight passenger carriages, one break-van containing a guard, and a spare van behind it without a guard. The engine-driver found the signal of the Felling crossing at *all right*, but shut off his steam in passing it, as a matter of precaution. He looked, he says, for the distant-signal from Washhouse Lane; but he could not see it, on account, he supposes, of the rain. He did not see the Hawk's cabin distant-signal until he was within 300 yards of it, because it was obscured by steam from the engine of a goods train which passed him in the opposite direction. He then reversed his engine and whistled for the guard's breaks, but he did not do more than reduce his speed from 30 miles an hour at the Felling crossing to 10 miles an hour before he struck a goods-van 90 yards on the north of the Washhouse Lane.

This van and an engine in front of it, were thrown forward against another goods-van, which was standing at the tail of a goods train: and the second van was lifted up and forced violently through a substantial wall on the west of the line. It was much broken, and two of the waggons before it were also damaged. Fifteen of the passengers have complained of injury.

The down line, on which this collision occurred, had been blocked by traffic for a considerable time, under circumstances which I shall next describe. About 7.4 p.m. a coal train from the south stopped a few yards to the north of the Hawk's cabin. The engine-driver ran round the up line to the back of his train, and waited to go across the up line into the goods sidings. But the mail train from the north was due at 7.12, and the signalman, having no telegraph or other means of knowing whether it was punctual, was obliged to keep him and his coal train on the down line until it had passed. About 7.15 a goods train arrived from Tyne Dock, and was brought to a stand behind the coal train. Shortly afterwards a mineral train came up and stood behind the goods train. The meat train, also, so called because it contained return waggons, now otherwise loaded, but which had conveyed meat to London on the up journey, arrived behind the mineral train. It had left York at 1.35 instead of 12.20, in consequence of the up meat train having been late from the north. The engine-driver found the distant signal from Washhouse Lane and Hawk's cabin at *danger*, and almost came to a stand at the former, while his guard dropped off and ran back with a hand-lamp and fog-signals. The guard stopped an engine, No. 2, that was following with a goods train, and went further south, at the request of the driver of that engine, to tell the goods guard to go back for its protection. Having done so he returned to his own train.

This next, a special goods train, left Ferryhill at 6 p.m., and reached the Washhouse Lane at 7.25, with engine and tender, 15 waggons and a van. After hearing, from the guard of the meat train, why they were stopped, the guard of this train went back to protect it with fog signals. It is stated to have been kept about 10 minutes at the distant-signal and 10 minutes more on the north of Washhouse Lane before the collision occurred.

The special goods guard had gone about 100 yards when he met No. 392 engine with a van behind it. Having stopped it, he went forward, without saying anything to the engine-driver or guard, to see for himself the cause of the detention. The driver of No. 392 engine left Tyne Dock at 7.10 for Newcastle, and found the signal at the Felling crossing at *all right*, and the distant-signals from the Hawk's cabin and the Washhouse Lane at *danger*. He first stopped three quarters of a mile south of the Washhouse Lane, and told his guard to go back, as there seemed to be two or three trains ahead, and to look out for the next engine. After waiting for eight or ten minutes he moved forward, following the train before him, three times successively, until, at last, he stood, as nearly as he could tell, 50 yards north of the Washhouse Lane, and 20 yards behind the next train. When he saw the passenger train coming, he moved forward again; and seeing that a collision was inevitable, he endeavoured, by reversing his engine as it was struck, to break the shock against the train in advance.

The mail train from the north passed the Hawk's cabin about 7.35 or 7.40, 23 to 28 minutes late, and the signalman then allowed the first (coal) train on the down line to cross the up line and go into the

sidings. The Tyne Dock goods and the mineral trains went forward as soon as the line was clear, the former taking with it a truck for Gateshead to Newcastle. The engine-driver of the meat train pushed the eleven trucks which he had to leave across the up line, and, to save time, the engine-driver of the coal train took them away for him into the sidings. As the meat engine returned to the down line to take its train forward the signalman saw the 4.30 passenger train from York approaching, and heard the whistle of its engine, which was followed by the crash of the collision.

The night was clear but dark, and there is no doubt that the distant-signals from Washhouse Lane and Hawk's cabin were at *danger*, while the signal at the Felling crossing was at *all right*. The gateman at that crossing states that whenever he sees the distant-signal from Washhouse Lane at *danger* he turns his signal to *danger* also, but that he had taken his signal off on this occasion (while the Washhouse Lane distant-signal was at *danger*) because the preceding train had passed him more than ten minutes. The engine-driver of the passenger train may naturally have been misled by this apparently exceptional proceeding on the part of the gateman, but even then he would have been able to avoid the collision if he had not missed seeing the Washhouse Lane distant-signal.

The preceding statement tells its own tale, and requires but little comment. A signalman at a most important post, where the traffic is enormous, and which is passed by all the through trains of the East coast route between England and Scotland, had no means of knowing when a fast train might be expected and when he could properly, if it were late, obstruct the up main line. The consequence was that a coal train, a Tyne Dock goods train, a mineral train, a meat train, a special goods train, and an engine and van, were successively stopped on the down main line. In keeping one line clear the signalman necessarily obstructed and endangered the traffic upon the other line, and he states that the main line is frequently—say two or three times a week—obstructed about that time in the evening.

It is evidently desirable that the siding accommodation on this part of the line should be increased, and that a good system of telegraph working should be introduced, both to avoid delay in shunting and to afford greater security to the traffic.

There are already telegraph bells, but not instruments, at the Greensfield cabin, 539 yards north of the Hawk's cabin, by which the signalman at the former cabin is placed in communication with other signalmen north and south of him; but the system requires extension to other cabins and stations, and improvement; and, indeed, the general arrangements both north and south of the high-level bridge require to be reorganized and fitted with modern appliances.

I have, &c.,
H. W. TYLER,
Capt. R.E.

*The Secretary of the
Railway Department,
Board of Trade.*

NORTH-EASTERN RAILWAY:

*Board of Trade
(Railway Department),
29th January 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the North-Eastern Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with

the accident which occurred on the 30th December last, at the Ampleforth Station on the North-Eastern Railway.

*The Secretary of the
North-Eastern
Railway Company.*

I am, &c.
W. D. FANE.

SIR, No. 1, Whitehall, 25th January 1866.
 IN compliance with the instructions contained in your minute of the 9th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 30th December last, at the Ampleforth Station on the North-Eastern Railway.

This station, on the Malton branch of the above railway, is about 8 miles from its junction with the main line at Pilmoor. There is a public road level-crossing on the west of the passenger platform, and a siding on the north of the line west of the level crossing. The line is single, and the points which connect it with the siding face towards the eastward.

A passenger train, commonly called the "Scotch express," but frequently running without passengers, leaves Thirsk daily at 9.40 for Pilmoor, Coxwold, and, passing Ampleforth without stopping, for Gilling; reaching Gilling at 10.15, and returning from that station at 10.25.

On the day in question this train left Gilling, the next station east of Ampleforth, on its return journey, at 10.29, four minutes late, for Pilmoor. It was not due to stop at Ampleforth, and the engine-driver ran through that station at 25 miles an hour. He was travelling tender first, and had a carriage containing one passenger, and a break-van with a guard in it, behind his engine. The signal was at *all right*, but he saw men crossing and re-crossing to the siding as he approached. He therefore blew his whistle, and they left the main line, "one towards the right and "two towards the left." He did not see the points beyond the level crossing, but he found as he passed through them that his tender and engine ran into the siding instead of continuing its course along the main line. He at once did his best to reduce his speed, but his tender came into collision with a lorry and two waggons on the siding, and forced them partly over and partly through a mound of earth at the end of it, about 90 yards from the points. The tender and the trailing end of the engine also mounted this bank of earth.

The tender and engine ran into the siding without any jerk, and remained on the rails of the siding until they reached the buffer stop at the end of it. The carriage followed into the siding, and its leading wheels remained on the siding rails after the accident; but its trailing wheels were pulled off the rails by the break-van. The break-van ran along the main line through the points, and was violently pulled off the rails towards the siding after it had passed through them. One of the main line rails was thus fractured, but the van stood on its wheels after the accident, with its front end towards the carriage, and its hind end towards the main line. None of the couplings gave way.

The siding points are, or ought to be, always kept locked for the main line, and the only key by which they can be opened is in the charge of the station-master. The station-master states positively that they were locked as they ought to have been on this occasion, so as to be right for the main line; and further, that they had remained locked from the day before, when they were last used, and when he had locked them himself, as well as that the key by which only they could have been unlocked was in his pocket when the accident occurred. A farmer of Ampleforth, who witnessed the accident, corroborates the station-master's assertion to a considerable extent. He noticed when he first came to the station that "the points were quite close, and set for the main line, that the padlock was on, and the lever was "below the pin." He talked to the station-master for about two minutes, went with him to the weigh-house, paid him for coals, and asked for a parcel. He then walked with him to the coal depots (east of the platform), and seeing the train coming from Gilling,

he pointed it out to him, and walked back with him along the platform. He did not then again notice the points, but he was standing with the station-master a few yards from them when the engine ran through them in the wrong direction. After the accident he saw the station-master run to the points, unlock the padlock, take it off, take the pin out, lift up the lever, and shut it down again.

The evidence of this witness was, however, somewhat weakened by a too minute, and evidently incorrect description of other circumstances.

Two bricklayers, who were engaged in building cottages near the railway, went to the station on that morning for some flooring tiles. Unable to obtain a waggon for their conveyance, they took a lorry from behind the station buildings into the siding, and they were loading it with the assistance of a labourer as the train approached. These were the men whom the engine-driver had seen, and for whom, as already stated, he had whistled. One of them, John Bilton, was unfortunately run over and killed by the engine as it turned into the siding. The survivor, Joseph Hickson, states that he and Bilton carried the lorry into the siding, without taking it through the points; but that they intended to push it out loaded through the points after the train had passed from Gilling. He asserts that he did not see anything of the points, and does not know whether they were locked before the accident. He adds, "the station master said we were to take "the bogie (lorry) to the siding after the train passed "to Gilling, and load it there until the train came "back from Gilling, and that was why we did so. "I expected that we could bring the bogie out of "the siding without the interference of the station "master after the train had come back from Gilling."

The station master contradicts Hickson, in saying that he did not speak to him the whole morning;—that Bilton asked him for a bogie or a waggon;—that as he had not a waggon for him he told him he might have the bogie, but must wait till the express train passed to Gilling and back again. He adds that he first saw the bogie in the siding when the train was a mile and a quarter from the station on its return journey, and that he then put his hand up to find fault with Bilton for taking it into the siding.

The points were uninjured by the accident, and the trains have since been running through them the same as before. They were unaltered when I saw them on the 19th instant, and were then in good working order. It was quite impossible that when they were locked so as to be right for the main line an engine should run through them into the siding. They must have been not only unlocked, but also blocked over for the siding, to allow of an engine so running without injuring them, and without leaving the rails as on this occasion; and the block or fastening by which they were held over must have been removed by the engine or carriage so as to allow them to fall back to their normal position, and thus to turn the break-van in the other direction along the main line.

The station master admits that the key of the points was in his possession, and that they have not been altered since the accident; and I have no doubt whatever that he must have unlocked them himself, or have allowed the bricklayers to do so, if they were locked at all, before the accident occurred.

I should observe that the engine-driver had not so good an opportunity of seeing them as he would otherwise have had in approaching them, because his engine was travelling tender first, a system which is for other reasons highly objectionable.

The only passenger who travelled by this train appears to have escaped without injury, but the guard was thrown down in his break-van before he knew what had happened, and was hurt in the back.

I have &c.

The Secretary of the Board of Trade, H. W. TYLER,
 Whitehall. Capt. R.E.

PRESTON AND WYRE RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 27th October 1865.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of [the Lessees of the Preston and Wyre Railway,] [the Directors of the London and North-Western Railway,] [the Directors of the Lancashire and Yorkshire Railway,] the enclosed copy of the report made by Capt. Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred on the 27th September between a passenger train and a goods train at the Lea Road station on the Preston and Wyre Railway.

I am, &c.,

W. D. FANE.

*The Secretary of the
Lessees of the
Preston and Wyre
Railway Company.*

*The Secretary of the
London and North-Western
Railway Company.*

*The Secretary of the
Lancashire and Yorkshire
Railway Company.*

SIR, *Hampton Court, 20th October 1865.*

IN compliance with the instructions contained in your letter of the 28th ult., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 27th ultimo, between a passenger train and a goods train, at the Lea Road station on the Preston and Wyre Railway.

On the morning in question, as well as on certain other mornings, specified in the enclosed notice, a London and North-Western special train was advertised to leave Oldham at 6.30 a.m., and to reach Blackpool at 9.55, taking up passengers at Ordsall Lane (Manchester) and other intermediate stations. But after the passengers at Ordsall Lane had been kept waiting for an hour and thirty-eight minutes, an independent train was started at 9.15 from that place, consisting of an engine and tender, 14 carriages, and a break-van. The number of the passengers increased from the different stations as the train proceeded; two more carriages were taken on at Tyldesley, and three at Wigan; and it reached Preston at 10.55, with 19 carriages and a van, conveying about 700 passengers. It passed through Preston slowly, and the engine driver, who had only been once before to Blackpool, and did not feel competent to conduct it further, called out for a pilot. A porter was sent with him from the platform to act in that capacity by the inspector on duty, and as other trains were due in the Preston station (which has for many years required extension and improvement) he was passed on to Maudlands, 600 or 800 yards beyond that station, to take water. The train was left upon the main line at Maudlands, while the engine uncoupled and went to the water crane in the engine yard; and as soon as the engine returned it proceeded at 11.5 towards Blackpool.

The engine-driver and porter-pilot ascertained from the signalman at the Maudlands junction as they passed that there was no train in front of them; but after having travelled for a couple of miles, and at some 25 miles an hour, through a cutting south of the Lea Road station, the engine-driver saw a signal before him, and asked the porter-pilot what it was. The porter replied, according to his own account, "Lea Road distant signal; whistle it off;" or, according to the account of the engine-driver, that it was

nothing, and that if he would blow his whistle it would be taken off. The engine-driver, however, shut off his steam, and blew his whistle, and the fireman applied the tender-break. The engine-driver also reversed his engine, by his own statement at the same time, but according to the porter when he had rounded a curve which brought him within sight of the station.

On coming thus upon the straight line he saw, about 770 yards before him, a goods train standing upon the line on which he was travelling, with the engine towards him; and finding that he could not pull up, he motioned to the driver of that engine to set back. The station-master at Lea Road, who saw that the passenger train was coming too fast to be able to stop, also directed the goods-driver to get out of the way, and he did his best to obey. But he had not attained a speed of more than 4 miles an hour, or gone more than 70 yards from the station building, before his engine was struck by that of the passenger train at a speed of perhaps 10, or, as the goods driver states, 15 miles an hour.

The driver, porter, and fireman all jumped from the passenger engine before the collision occurred, as well as the fireman from the goods engine, but the driver of the latter remained on it and was unhurt.

The passenger engine, which was less damaged than the goods engine, had its buffer-plank broken and its framing bent. None of the carriages were damaged or thrown off the line, though the waggons suffered more in these respects. About 40 passengers have complained of the effects of the accident, though all but three proceeded forward to Blackpool in the train at 12.40.

The guard, who had been taken suddenly from regular duty between Patricroft and Manchester to go with this passenger train, rode in the 17th vehicle. He was sitting by the side of his break looking forward when he heard the engine-driver whistle. He applied his break, and believes they slackened speed from 20 to 25 down to 7 or 8 miles an hour before the collision occurred.

The goods (a Lancashire and Yorkshire) train left Fleetwood at 9.15 for Poulton, Kirkham, and Maudlands. Though due to leave Kirkham at 9.50, fifty minutes in advance of the 10.10 passenger train from Fleetwood, it was in the habit most frequently of shunting from the up to the down line for that train to pass it at that station. But on the present occasion, as the passenger train was late, the station master directed the goods driver to go forward and shunt at Salwick. The permanent way was, however, under repair at Salwick; there was no available siding there; and the cross-over road between the two main lines had been temporarily taken up: so that the goods train necessarily proceeded to Lea Road. It consisted of an engine and tender, 56 waggons, and two break-vans, and had been shunted from the up to the down line at that station about five minutes before the down passenger train came up.

In approaching Lea Road from the south there is a falling gradient of 1 in 330 up to within 900 yards of the station, after which the line is level. The distant signal is about 580 yards from the station, and is visible without obstruction for 450 yards. A tree then obstructs it for a short distance, and at 546 yards it is again lost sight of, in consequence of a curve which runs on a radius of 75 chains through a cutting. It is again visible, though not distinctly, at 728 yards, and may be seen for some 700 yards further.

On the present occasion, the driver of the passenger engine did not see it until after he had passed the cutting, and the porter who accompanied him as his guide was not aware that it was visible from the south of the cutting. They then had upwards of 1000 yards in which to pull up, and

they ought to have been able to bring the train to a stand within that distance if they had been provided with a proper proportion of break power. But with the preposterously small allowance of one van to 19 carriages, a stoppage within a reasonable distance could not be expected.

I cannot attach blame to the London and North-Western engine-driver, considering that he was avowedly unacquainted with the line, was in the hands of a pilot, and was not provided with sufficient break power.

The porter who accompanied him came on duty at 7.30 a.m., after his breakfast, and was doing porter's duty at the Preston Station till 10.45. He was then suddenly called upon to pilot this train to Blackpool, a duty which he had never performed before. He had some acquaintance with the line, from having acted as guard in charge of a train over it six times, and from having frequently travelled over it to do duty as ticket collector or porter at other stations. But his ideas with regard to the observance of signals were far from satisfactory. He had previously heard that there were no trains before him. He did not know there was a cross-over road at the Lea Road station by which a train could be shunted from one main line to the other, any more than the point from which the distant signal was first visible. And he evidently thought that signal was kept at danger for the protection only of a public road level crossing which occurs at the station. He was certainly not properly qualified for the important duty on which he was sent.

The Preston and Wyre Railway is leased in perpetuity to the London and North-Western and the Lancashire and Yorkshire Railway Companies. The traffic upon it was until within the last two years worked entirely by the engines of the Lancashire and Yorkshire Company. But occasionally for these two years, and regularly during the past summer, the London and North-Western Company have sent their own excursion trains through to Blackpool. As the engine-drivers of the latter company had not previously been in the habit of running over the line, the joint manager of the Preston station and of the Preston and Wyre Railway, instructed the station superintendent to ascertain on the arrival at Preston of each London and North-Western train for Blackpool whether the engine driver was acquainted with the line, and, if not, to send with him as pilot the best man he had. The foreman pointsman from Preston appears to have been more commonly employed on this piloting duty, but in his absence porters have been sent with the trains, as on the present occasion. A luggage porter cannot be considered in the general way a fit person to send as pilot with a strange engine-driver. It is always more proper to employ another engine-driver acquainted with the line for such a duty; but there are no engine drivers connected with the establishment of the Preston and Wyre Joint Railway; and the manager

and superintendent at Preston did what they could under the circumstances in sending a pointsman or a porter with the London and North-Western trains. The London and North-Western Company, on the other hand, made no provision themselves for ensuring the safety of the public in running their trains over a line of railway with which their engine drivers were unacquainted; but they trusted to the joint officers of the Preston and Wyre Railway to forward those trains safely to their destination.

It is desirable that the London and North-Western Company should in future, when they send their trains over this line with engine-drivers that are unacquainted with it, provide a pilot engine-driver to accompany them for that portion of their journey.

As far as the passenger train was concerned then, the collision was caused by its having been sent forward with a strange engine-driver and guard, with an inefficient pilot, and with a grossly insufficient proportion of break power. And it so happened that the goods train was, while being taken out of the way of another, shunted into the way of this train at Lea Road.

This system of shunting from one main line to another is always objectionable. But it is very common on this line for the want of more sidings.

This particular train has most frequently to shunt to the wrong line at Kirkham, though it sometimes does so at Salwick or Lea Road. On the present occasion the officer who performs all the duties at Lea Road transferred it from less danger on the up to greater danger on the down line, in ignorance, for want of telegraphic information, as to when he might expect the trains upon these lines respectively. It is very desirable and necessary to safety, that a telegraph should be supplied at Lea Road and employed for working the trains, and that sidings should be constructed in suitable localities on different parts of the line, into which the slow trains may be shunted, when necessary, out of the way of the fast trains.

I had occasion to recommend, also, when on the spot, that the distant signal south of Lea Road should be raised, in order that it may be seen from a distance against the sky instead of against some trees which render it very indistinct, as well as that it should be adjusted to turn more nearly at right angles to the direction of an approaching train. It might with advantage be moved further from the station, and an efficient platform signal is much required at the station.

Improvements have as yet by no means kept pace on this line with the very heavy traffic that has grown up and is annually conveyed over it to and from Fleetwood, Blackpool, and Lytham.

I have, &c.,

H. W. TYLER,
Capt. R.E.

*The Secretary of the
Railway Department,
Board of Trade.*

SOUTH DEVON RAILWAY.

Board of Trade

(Railway Department),

Whitehall, 4th January, 1866.

SIR,

I AM directed by the Lords of the Committee of Privy Council of Trade to transmit to you, to be laid before the Directors of the South Devon Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the accident that occurred on the 25th November last to a goods train from getting off the rails near the Cornwood station of the South Devon railway.

I am, &c.

W. D. FANE.

*The Secretary of the
South Devon
Railway Company.*

SIR,

Whitehall, 28th December, 1865.

I HAVE the honour to state for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your instructions of the 29th ultimo, the result of my inquiry into the circumstances which attended the accident that occurred on the 25th ultimo at the Cornwood station of the South Devon railway, when the driver, John Rowsell, and fireman, Thomas Palmer, of the 10 a.m. down fast goods train were so much injured that they died within a few hours of the occurrence.

It appears that as the train, which consisted of a tank engine, 10 trucks and 2 break vans, with two guards, was proceeding towards Plymouth, between Ivy Bridge station, which is $11\frac{3}{4}$ miles from Plymouth, and Cornwood station, $2\frac{1}{2}$ miles from Ivy Bridge, the guards heard the break whistle

sounded when the train was either on or close upon the Blatchford viaduct which is about $\frac{3}{8}$ of a mile east of Cornwood station; and they state that they immediately applied their breaks and kept them on until the train stopped, and it was then found that the engine and five trucks adjacent to it had got off the line, and the engine had turned partly round and had fallen over on its right side. The driver was thrown off the engine, and was found lying on the side of the cutting surrounded and embedded among some barrels of tallow and broken trucks. The fireman was first seen creeping out from under the broken trucks. Both men were frightfully scalded from the safety valves being knocked off, and the driver received severe internal injuries. Neither gave any explanation of the cause of the accident, nor as to the reason for sounding the break whistle, as the train was not intended to stop at the Cornwood station.

The train, according to the head guard, arrived at Ivy Bridge at 2h. 20m. and left at 2h. 25m. having been detained five minutes for the up north mail from Plymouth to pass. The station master names 2.26 as the time of leaving. The train was rather more than half an hour late. It is allowed four hours to do the distance between Exeter and Plymouth, ($52\frac{3}{4}$ miles,) and as the stoppages are estimated to occupy 50 minutes that would give an average rate of somewhat under 17 miles an hour. The head guard states that he looked at his watch after the accident, when he had got out of his van and had reached the head of his train, he thinks about 2h. 35m., but the figure 33 can be seen under the 35m. in the entry in his memorandum book.

On examination of the engine and line after the accident, the spring pin which supports the after end of the right leading spring of the engine was picked up on the line 49 chains 41 feet back from the spot at which the engine lay on its side, and 25 chains 17 feet from the broken spring pin, towards Plymouth, the first marks were traced of the wheel of some vehicle being off the rails, inside the left rail on the longitudinal timber, and three feet further on the head of a fang bolt outside the right rail was indented, evidently by the flange of a right wheel. From this spot, which is over one of the piers about the middle of the Blatchford viaduct, to within 2 chains 28 feet of the place where the engine lay, the permanent way is marked inside the left rail, mostly on the transoms, and outside the right rail on the edge of the longitudinal timber, and at this spot there is a very distinct mark of a wheel having mounted the right rail at a joint. The inner flange of the left rail immediately beyond is cracked close to the rail and thence forward the whole line was torn up and had to be renewed.

The marks inside the left rail on the transoms were from $7\frac{1}{2}$ to $8\frac{1}{2}$ inches from the inner edge of the rail, and my impression is that these marks could not be made by the leading wheels of the engine being off the rails and running with the other two pairs of wheels on the rails, for a distance of upwards of a quarter of a mile, and further that the engine mounted where the end of the rail at the joint is so plainly marked. I have already stated that the first marks on the permanent way were found about the middle of the Blatchford viaduct, which was originally constructed with 13 openings of 61 feet, with stone piers and timber trussed tops, but iron girders have been subsequently inserted beneath the roadway. In the details of the line furnished by the engineer before it was opened for traffic, the curve of the line on this particular viaduct is stated to have a radius of 23 chains, and the gradient is stated to be 1 in 174 falling towards Plymouth. But the engineer of the line, Mr. Margary, informs me, that the curve on the viaduct at that part, where the first mark of a wheel is seen on the permanent way has only a radius of 17 chains, and that the incline is 1 in 152. When I examined the spot the rails were laid on the viaduct from $\frac{1}{4}$ to $\frac{1}{2}$ of

an inch wide to gauge, and the cant or super-elevation of the outer rail was about $5\frac{1}{2}$ inches.

A bulged rail occurs on the left rail, about three feet before the first mark on the permanent way inside that rail is reached, but the bulge in the rail is not in itself sufficiently large to cause a vehicle to leave the rails. The guards of the train state that it was not travelling at the rate of 30 miles an hour when the break whistle was first sounded, and a spare fireman, who was riding in the last van, names 25 miles an hour as the probable rate. But the ganger in charge of the length says it was travelling as fast as any of the passenger trains, and looking at the distance which the train ran after the break whistle was sounded and the guards put on their breaks and the time occupied between Ivy Bridge and Cornwood station, I think it likely that the ganger's statement is correct, and it is quite certain that passenger trains must pass over this part at a high rate of speed.

The engine which drew this train, the Hero, is a six wheel coupled tank engine, having the wheels of 4ft. 9in. in diameter, with the centres placed 7ft. 8in. apart, with $15\frac{1}{2}$ inch cylinders, and 24 inches stroke. It was new in April 1860, and ran till last March, when it came into the workshops for a thorough repair, up to which time it had run 140,764 miles. It left the shops again on the 6th June, and has not since been in the shops, having run 14,932 miles in addition.

		Tons. cwt.
The weight on the leading wheels is about		13 6
" driving "		13 14
" trailing "		11 6
Total -	-	38 6

It was running with the leading end in front, and when examined after the accident, the trailing axle was found to be slightly bent, but the leading and driving wheels were found true to gauge. The middle spring on the left side had the first and sixth plates broken, but the fractures were quite recent, and were probably caused when the engine fell over on its side. The right leading spring, of which the pin was found on the permanent way, half a mile back from where the engine lay, had the sixth plate broken and this was not a recent fracture. The engine a good deal damaged, and two of the trucks were totally destroyed, and three other vehicles were more or less damaged.

With respect to the causes which have produced this accident, it appears certain that some vehicle got off the rails on the viaduct, and ran on the permanent way, which is the usual one of bridge rails laid on longitudinal timbers adopted on the broad gauge system, for a quarter of a mile without any serious mishap.

It is surmised that the vehicle got 'off' on the outside of the curve in consequence of the break being suddenly put on in front, when travelling at considerable speed round a sharp curve with a comparatively light vehicle, a van, next to the engine, and much heavier ones in rear of it, and the surmise is not an unreasonable one when coupled with the fact that the cant of the outer rail at this part is not sufficient by about three inches. But there is no proof that this is the case. I think it however certain that the engine mounted the rail at the bad joint just where the roadway was entirely torn up. It is admitted that the fang bolts which secured the preceding rail at the joint were found bent by the ganger after the accident, and he says the joint was out the $\frac{1}{2}$ but not the $\frac{1}{4}$ of an inch, and that the line was all right without any bad joint when he walked over it in the morning of that day, but I must observe that the mark on the next rail could not have been made unless the preceding rail had been displaced outwards to the extent of at least half an inch. The breaking of the pin of the right leading spring would allow some portion of the weight to be taken

off the right leading wheel, and thus facilitate its mounting the rail on the outside of the curve, if any irregularity in the draft of a vehicle behind running off the rails occurred.

I should add that I think more attention should be paid to the packing of the longitudinal timbers that carry the rails, and to the regulation of the cant on sharp curves, which should be adapted to the speed of fast passenger trains.

I beg also to submit that it is highly desirable that the construction of the trailing ends of tank engines should be altered, so as to give the drivers and firemen a chance of saving their lives in the event of an accident occurring, by providing easy means of getting down from the engines on each side.

*The Secretary of the
Board of Trade,
Whitehall.*

I have, &c.

W. YOLLAND,
Col.

SIR,

*South Devon Railway,
Secretary's Office,
Plymouth, 23rd January 1866.*

REFERRING to your letter of the 4th instant, and to the accompanying copy of Colonel Yolland's report on the late accident at Cornwood, I am instructed by the Board of Directors to state that, although they have every reason to believe that the railway is most carefully maintained and anxiously watched by their engineer, they have given instructions to have the cant of the curves and the packing of the longitudinal timbers specially examined, as recommended by Colonel Yolland.

Colonel Yolland's suggestion that easy means of getting down from the engines on each side should be provided has been adopted, and the locomotive superintendent has been instructed thereon.

I am, &c.

*The Secretary,
Board of Trade.*

L. J. SEARGEANT,
Secretary.

SOUTH DEVON RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 15th January 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the South Devon Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by their Lordships to inquire into the circumstances connected with the two consecutive collisions which occurred at the Plymouth station of the South Devon Railway on the 16th ultimo, and to express the hope of their Lordships that the Directors will give Colonel Yolland's recommendations their careful consideration.

I am, &c.

W. D. FANE.

*The Secretary of the
South Devon
Railway Company,
Plymouth.*

*Board of Trade
(Railway Department),
Whitehall, 11th January 1866.*

SIR,

I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your Minute of the 28th ultimo, the result of my inquiry into the circumstances which attended two consecutive collisions that occurred at the Plymouth station of the South Devon Railway on the 16th ultimo, on which occasion five passengers are said to have received slight injuries.

Plymouth station is in some respects an objectionable station, and limited for accommodation, although it has of late years been materially enlarged and improved; but the engines of all incoming passenger trains that arrive at the ticket platform at the East side of the down line are there detached, run ahead, and are then shunted back out of the way, while a pilot engine comes out from the engine shed siding, situated on the western side of the railway, and north of the ticket platform, crosses over the up main line and thence on to the down main line to the rear of the passenger train, which it then pushes forward from the ticket to the station platform, no very great distance, it is true, but involving the objectionable practice of pushing the train from behind, and also necessitating the bringing out another engine from the engine shed siding, or causing the train engine to run round the train, which operations would be entirely unnecessary if provision had been made in laying out the station for the train engine, taking the train on to the station platforms without uncoupling.

The switchman who calls the pilot engine out from the engine shed siding is provided with up and down distant signals to protect the pilot engine while in the act of crossing from the engine shed siding to the down main line, and for preventing an out-going train from leaving the platforms until this up distant signal is set at "all right." I am, however, informed that, in practice, the drivers of passenger trains do not look to this up distant signal at all, but to an up signal attached to the switches of a through back road, situated at the south end of the ticket platform, which is worked by the yard signalman, whose post is near the ticket platform, in accordance with the indications of the up distant signal worked by the engine shed switchman.

On the evening of the 16th ult, the 5.10 P.M. up Launceston train reached the ticket platform about 7.5; and immediately it stopped the engine shed switchman altered the switches, and signalled by hand lamp to the driver of the pilot engine to come out from the engine shed siding, and to proceed across to the main down line in order to push the Launceston train from the ticket to the station platform. The driver whistled, and started immediately, but before the engine had reached the crossing, the switchman saw the 6.30 P.M. down Cornwall passenger train approaching him from the station platform on the main line, and he then showed a red light towards the pilot engine, and the driver did all in his power to stop, but was unable to do so until he had fouled the up main line, and a collision immediately ensued. Attached to but in front of the pilot engine were three vehicles, a carriage truck and two vans; and the carriage truck, which was next to the engine, and the next van, were thrown off the rails, and, with the pilot engine were a good deal damaged; whilst the other van, by the shock of the collision, became detached, and ran down the steep incline of 1 in 63, and came into collision with the last vehicle of the Launceston train then standing alongside the ticket platform, but not doing much damage to it. The engine and a few of the carriages of the Cornwall train were also somewhat damaged in the first collision with the pilot engine.

The first collision was caused by the neglect of the engine shed switchman in having omitted to put his up distant signal on at "danger," before he signalled with his hand lamp to the driver of the pilot engine to come out from the engine shed siding. He forgot to do so, and the collision was the result of this omission. The second collision was occasioned by the van becoming detached by the shock of the first.

The first collision could not have occurred in the way I have described, if the engine shed switchman

had been provided with the proper signals, fitted with those mechanical appliances which are now almost universally adopted, to prevent signalmen from making mistakes that frequently lead to collisions through mere acts of forgetfulness.

As I have already stated, the Plymouth station has been considerably enlarged, and in consequence the signal arrangements for conducting a greater amount of traffic require to be re-organised and improved. Thus the engine shed switchman should be supplied with two additional signals; one for signalling an engine from the engine shed siding, and another for the goods sidings, to prevent trains from coming out on to the main line when it is obstructed. The up signal, at the south end of the ticket platform No. 1, should be worked by the engine shed switchman as his up distant signal for the main line, instead of the present up signal No. 2, which should be used solely for signalling on what is known as the 3rd line, on which the shunting is mostly done. The whole of the signals worked by this engine shed switchman should be constructed, with the locking apparatus for signals and points, &c., so that he may in future be prevented from making a mistake.

The yard signalman should continue to work a down distant signal, No. 3, for the main line, and another down signal, No. 4, whose position is to be slightly shifted, so that it may be placed south of the engine shed crossing. This signal will then be used for trains on the 3rd line. The up distant signal worked from the Cornwall junction should be removed southwards to a greater distance from the junction, and the yard signalman, engine shed signalman, and junction signalman should have the means of communicating by bells and gongs with each other, by which, they may be enabled to give warning from one signal station, in succession, to the next, when a train is about to enter or to leave the station. The sounding of the bells denoting the approach of an up, and of the gongs of a down train. The three men who are charged with the working of the train between the junction and station platforms will thus be furnished with the necessary facilities for doing their work in a satisfactory manner.

I have, &c.

W. YOLLAND,
Col.

*The Secretary,
Board of Trade,
Whitehall.*

VALE OF NEATH RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 1st January 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Western Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred to a coal train at the Swansea North Dock drawbridge on the 29th November.

I am, &c.

W. D. FANE.

*The Secretary for the
Vale of Neath Section
of the Great Western
Railway, Neath.*

*Board of Trade
(Railway Department),
Whitehall, 20th December 1865.*

SIR,

I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 2nd instant, the result of my inquiry into the circumstances which attended an accident that occurred at the drawbridge which carries the Vale of Neath Railway over the entrance to the North Dock at Swansea, when the engine and 30 trucks of a coal train fell into the dock below, and the driver and fireman of the train were both killed.

This portion of railway, formerly a part of the Swansea and Neath but now amalgamated with the Vale of Neath Railway, and worked under an agreement by the Great Western Railway Company, contains a viaduct called, in the details furnished by the engineer of the line prior to the opening of the line, "The Swansea Eastern Viaduct," 581 yards in length, in which there are two opening drawbridges, one over the New Cut, which has a span of 62 feet, and the other over the North Dock, with an opening span of 73 feet, where the rails are rather more than 50 feet above the bottom of the dock. Both these bridges are telescopic bridges, which are opened and

shut by means of hydraulic presses, valve houses having been constructed close to the New Cut and North Dock bridges, and the telescopic portions of each bridge are pushed or closed across the open spans from the western towards the eastern side, and withdrawn or opened in an opposite direction.

The traffic over this portion of line is worked with the assistance of the electric telegraph and on the block system; and telegraphic signal stations, with the requisite out-of-door signals, are established at No. 1 the tank office, eastern side, No. 2 valve house of New Cut bridge, No. 3 valve house of North Dock bridge, and No. 4 at the signal box at Wind Street junction, Swansea. The out-of-door signals at the New Cut and North Dock bridges are worked in connexion with the closing of the drawbridges by the hydraulic presses, so that when the drawbridges are open danger signals are exhibited, and the signalmen have no power of taking them off; and when the drawbridges are closed, and the line is in a fit state for a train to travel over the drawbridges, "All right" signals are exhibited at each bridge. At night the lamps are lit by gas.

	Yards.
The distance between No. 1 tank office and signal and the signal at the New Cut bridge is - - - -	134 $\frac{2}{3}$
" between the signal at New Cut bridge and No. 2 valve house at New Cut is - - - -	82 $\frac{2}{3}$
" between No. 2 valve house at New Cut and the end of the bridge at North Dock, where the train ran over, it is - - - -	201
" between the place where the train ran over and No. 3 North Dock valve house, and signal corresponding with the actual length of the bridge, it is - - - -	51 $\frac{2}{3}$
" and between No. 3 North Dock valve house to No. 4, the signal box at Wind Street junction it is - - - -	124 $\frac{1}{3}$
Total - - - -	594 $\frac{1}{3}$

So that there is a total length of less than 600 yards between No. 1 and No. 4 signal station. I enclose a copy of the instructions for signalling trains between No. 1 and No. 4, and from these it will be seen that before a train is permitted to pass in either direction the question must be asked by telegraph, from No. 1 to No. 2, thence from No. 2 to No. 3, thence from No. 3 to No. 4, "A down train is ready to start; can it come on?" And the reply, "Line clear," must first commence at No. 4, if the "line be clear, and the bridge be closed," and be transmitted in succession to No. 3, No. 2, and No. 1.

The process is reversed with respect to up trains; the telegraphic questions being first asked from No. 4, and transmitted in succession to Nos. 3, 2, and 1, and then the reply, "Line clear," commences at No. 1 "if the line be clear and the bridge closed," and is sent back through Nos. 2 and 3 to No. 4.

By another set of instructions (also herewith enclosed), for working the junctions at Swansea, by No. 6 rule, No. 1 signalman is told that on receiving the signal, "Line clear," and being satisfied "by the bridge signals that the bridges are in position, his 'disc will be held over, to show 'all right' for a 'down train to proceed from No. 1 to No. 4,'" and although the two sets of instructions are not so good or so explicit as they might be made, it appears that both the signalmen at Nos. 1 and 4 should, if they did their duty properly, look to the state of the bridges and bridge signals, as well as the two signalmen at No. 2 and No. 3, who are directly responsible for not giving "Line clear" by telegraph, unless their respective bridges are closed, and fit for a train to run over them. Again, the driver of the train is also instructed to "satisfy himself" that the mechanical signals on the bridges show the "All right signal;" otherwise he will not proceed.

I should mention that the distances are so short that there is no difficulty under ordinary circumstances in the driver of a train and the signalmen at Nos. 1 and 4 signal stations seeing the mechanical bridge signals before the "Line clear" is given by telegraph, or the train started; but it is stated that it sometimes happens that they cannot be seen when there is fog, and when the copper smoke is blowing in a certain direction. Having thus explained the nature of the line, and the particular regulations adopted in order to secure its safe working, I shall now relate the manner in which the accident occurred.

On the early morning of the 29th ultimo, a down coal train having been made up at the eastern depot in the sidings adjacent to No. 1 tank office and signal station, the driver was desired by the guard of the train and the foreman on duty, Evan Davies, to whistle for signal No. 1 to be taken off, so that the train might proceed over the viaduct to the South Dock. The regular signalman at No. 1 tank office was not there, and the foreman did the duty for him. He states that "he asked the signalman at No. 2 valve house at the New Cut bridge for "Line clear" at 6h. 18m. a. m., and he received the telegraphic signal in reply, "Line clear" at 6h. 19m., at which time the train stood at the east end of the ticket platform, 370 yards from No. 1 tank office and signal, and that the signal at the New Cut drawbridge showed an "All right" signal; and he asserts "that he tried to see No. 3 "North Dock drawbridge signal, but could not, it was "so thick and hazy with fog and smoke." The foreman then lowered the signal, and the train proceeded.

I did not see either the signalmen at Nos. 2 or 3 valve houses at the drawbridges, as both had been apprehended by the police, and been brought before the magistrates, but were out on bail, and endeavours were made to find these men in the town, but they could not be traced. The signalman at No. 2 valve house, Bartlett, at the New Cut drawbridge, made a statement to the company's superintendent of police to the following effect: "I left my house, Cawnpore Street, at about a quarter past 4 a.m., and was at the

"bridge in about five or six minutes, and found the "bridge open, and the red light on the signal. The first "thing I did was to open my stop valve, and found that "there was no pressure on to shut the bridge. At "about a quarter to 5 I called to the man at the "harbour engine office, to ask when he would be "ready, and the boy answered, in a few minutes; "and in two or three minutes the harbour trust engine " (which works the hydraulic presses) was started, "and I had my pressure, and closed the bridge at "once. I then gave the signalman at No. 3 valve "house at the North Dock drawbridge, John "Howells, four beats on the gong (directing him to "close his bridge), which he acknowledged by giving "four in return, and I gave him one in acknowledgment of his four. About seven minutes before the "train came the signalman at No. 1 tank office "asked for 'Line clear.' I asked John Howells at "North Dock bridge the same (three beats on gong). "In about half a minute he gave me one beat on bell, "acknowledging my signal; in about another half "minute he gave me 'Line clear' (one beat on bell), "and the needle pointing to the words; I gave the "same to No. 1 tank office, and in five or six minutes "I could hear the train moving, and it passed me "at about six miles an hour. The driver, William "Cole, had his right hand on the engine rail, and "with his left he was working the regulator in and "out, as it was so slippery. He said, 'Here we are "again with a heavy train, and no sand; it was the "same on Tuesday morning. At this time I was "standing on my platform with my white light "shown towards the train, and when the last truck "reached opposite, Mr. Gerrish, the guard, was on it. "He said 'Charlie, what red light is that?' I said 'What "red light?' and on looking round I saw the red "light on at the North Dock drawbridge, and said "something which I do not recollect, and then I fell "over the rollers in the hole which the drawbridge "traverses. At this moment I heard the crash of "the engine and trucks falling. Some time afterwards I met John Howells, who is my brother-in-law, and lodged at my house, and said unto him, 'John, "what have you done in giving 'Line clear,' and your "bridge open?' He said, 'Oh dear, dear, it's my fault.' "Bartlett also stated, that 'I did not look for the red "light at North Dock drawbridge, as I had the "telegraph message so correct."

The porter, James Evans, who performs the signalman's duty at No. 4 signal box at Wind Street Junction, between 5 and 9 a.m., states, "that at 6h. 18m. a.m. "John Howells, at No. 3 North Dock drawbridge, "asked me on the telegraph if the line was clear (three "beats on the gong) I gave him 'Line clear' (one "beat on gong) instantly. He gave me one beat back "acknowledging my signal. I put the points right, "and lowered the semaphore signal to caution. I "then entered the time of giving the signals in the "book, and whilst doing this I heard the train "coming at 6.27 a.m. I heard the crash, and saw the "fire flying upwards from the engine. I ran out of "the box, but instead of going down the steps I slipped "under the handrail, and fell on the platform, 22 feet "below. My feet and legs were stunned, and I could "not move for a minute or so. As soon as I could I "went toward the bridge, and saw the last two or "three trucks going over. I then went down John "Howells's ladder and over Toll Bridge. I saw "Howells there, but missed him shortly afterwards; "but I saw him again afterwards in the Wind Street "station office. He said 'No one was to blame but "himself."

This signalman admits that "he did not look to see "that the bridges were closed before he gave 'Line "clear.'" He says that "it was a foggy morning; "there was a small fog, and it was very dark; that "he might have seen the signal, but could not see "the bridge at the North Dock."

I did not see the guard, George Gerrish, of the train, as he had met with a very serious accident while on duty on the previous day, and had broken

his leg. I was informed that he was likely to do well.

I was furnished with the statement which he had previously made to the officers of the railway company. He confirms the previous statements which I have recited as to the exhibition of the "All right" signal at No. 1 tank office, and the starting of the train; and he says "that he got up, and "rode on the last truck in the train, which started "slowly, and on that truck reaching the New Cut "Bridge, when about 5 yards from No. 2 valve "house, he saw the red light on at the North Dock "bridge, and asked Bartlett, the signalman at the "New Cut bridge, what red light that was ahead; "he replied, 'O Lord, its too late!' He (the guard,) "then showed his red light towards the driver, and "commenced putting down the breaks on the trucks, "and succeeded in getting down five or six altogether. "That at that moment he saw the engine tipping up, "and fire scattering about from it; that the trucks "followed so fast that he could not keep up with "them, and the last one went in slower than the first, "as it began to fill up. He states that he did not "notice the red light at the North Dock bridge from "No. 1 tank office, as it is sometimes so thick with "fog and copper smoke that it cannot be seen, but "that he does not know if it was so on that occasion."

The engine appears to have fallen on the stonework of the lock below, on the level of the surface of the ground, and then it turned over, with the ends reversed, and fell to the bottom of the lock with the wheels uppermost. The whole of the trucks followed the engine and fell into the lock below.

The two unfortunate men, the driver and fireman, went down with the engine, and appeared to have been drowned. Strange to tell, the lock gates below, which were only a little removed to one side, were uninjured, as only a slight mark could be seen on them, or the damage to shipping would probably have been very great by the lowering of the water. The damage to the engine was considerable, but not so great as might have been anticipated from falling from such a height. The depth of water in the lock, about 18½ feet, probably broke the force of the blow. The buffer planks and buffers, life guards, sand box, coal box on foot plate, smoke box, chimney, saddle tank, and all the brass mountings and ornamental work of the engine were damaged. Ten of the waggons with wooden under frames were regularly smashed, and will have to be rebuilt; but the principal part of the waggons had strong under framing, and these, with the iron boxes which contained the coal, were not so much damaged. The bridge was but little damaged. Altogether the damages to the rolling stock, loss of coal, and cost of labour, will probably not fall far short of 2,500*l*. The engine No. 16, which drew this train, was a 6-wheeled coupled broad gauge tank engine, having 17-inch cylinders and 24-inch stroke, with wheels 4½ feet in diameter; its weight being about 40 tons. It was travelling tender foremost, so that when the driver was attending to the working of his engine he must have been looking towards the rear of the train. The load of the train amounted to about 500 tons.

With respect to the various causes which have led to this lamentable accident, I am constrained to say, that I do not recollect any instance in which so many servants of a railway company appear to have been so remiss and guilty of such gross negligence; and, as it appears to me, those who lost their lives were about the least to blame. Thus the signalmen at Nos. 1 and 4 signal stations are specially enjoined, the one not to give "Line clear," and the other not to start the train, until the bridges are closed and in position; and the duties of the men at Nos. 2 and 3 valve houses were obviously not to give "Line clear" until the bridges had been closed by their own intervention. It is true that the signalman, Bartlett, at No. 2 valve house, did not give 'Line clear' by telegraph until he was so informed by signalman

John Howells, at No. 3, North Dock valve house, that it was clear, and that he had closed his own bridge; but, on the other hand, he may be said to have lured the unfortunate driver of the train on, by exhibiting to him a white light with his hand lamp from a spot only 201 yards from the opening that stood ready for the train to drop into, when by turning his head in that direction he could not have failed to see the red light at danger on No. 3, North Dock drawbridge.

It may be urged that the driver and fireman should have observed the red light at No. 3, North Dock drawbridge, before they started, but the evidence is contradictory as to its being visible from the spot at which the train started, 370 yards back from No. 1 tank office and signal; and it must not be lost sight of, that the inevitable result of working traffic on a line by the telegraph and on the block system cannot fail to be, that a less vigilant look-out is kept by driver and fireman than on a line where they are not told anything about its being clear to the next station. The man principally to blame is the signalman John Howells, at No. 3 valve house at the North Dock drawbridge, as the accident evidently resulted from his act alone, although many of the others, including the foreman at No. 1, if they had done their duty properly, might even then have prevented it.

With respect to the driver and fireman, they had not passed any danger signals; but, unfortunately for themselves, they had approached one of the drawbridges too closely, and the last notice of the driver exhibits him in the act of performing his duty, attending to his engine while it was slipping, and while doing this his back was towards the red light. The line is on sharp curves, and there is a steep falling incline at the New Cut bridge. This brings me to a portion of the subject on which I am frequently obliged to comment. This engine was running with the wrong end in front, where there is no shelter whatever to the men in bad weather, where they work at every disadvantage as regards attending to their duties, in connexion with keeping a good look-out; and experience has proved that they are more likely to lose their lives in the event of a collision taking place, as there is so much more difficulty and risk in jumping from these tank engines than from the ordinary tender engines. The working of the engine also is less satisfactory than when it is running with the leading end in front. Under these circumstances, I think the directors of railway companies should prohibit tank engines from running with the trailing end in front.

This line of railway was opened for traffic in July 1863, and by Act of Parliament the company is compelled to open the drawbridges and to keep them open for 2½ hours before high water and for 1½ hours after high water, for each tide. The passenger and coal traffic usually ceases about half past 8 o'clock p.m., and is resumed about 4 a.m.; but by the permission of the assistant dock master the bridges may be closed at intervals during the four hours, when the exigencies of the railway traffic require it, and the requirements of the shipping will admit of it. During the four hours the signalmen at Nos. 2 and 3 valve houses are kept busily employed, but for the remainder of their regular day's work of 14 hours the work is light. Still I should state that these hours are far too long for men performing such responsible duties; and, unfortunately, they have not been limited to 14 hours, but these men have been permitted, not actually compelled, to work over-time; so that for several days prior to that on which the accident occurred they were employed for 16 or 17 hours.

With respect to the future working of the traffic over this viaduct, I have recommended that, in order to avoid similar accidents, it shall be made impossible to send a telegraphic message between Nos. 1 and No. 4 telegraphic signal stations, except when the two drawbridges are closed, and the opening of either of the bridges will break the circuit of the telegraphic wire, and the closing of both bridges will restore the circuit.

The telegraphic instruments made use of for working the traffic are of Tyer's patent; and by their present construction a brass button is pressed to ring a bell or gong, and another rings a bell or gong, and also moves a needle from "Line blocked" to "Line clear," &c. &c. These brass buttons are precisely similar; and a signalman might easily make a mistake, and press the wrong button, and thus give "Line clear" when he only intended to acknowledge the receipt of a signal on the bell or gong.

On these grounds I think it would be expedient to

disconnect the bell or gong from the wire used for moving the needle, and thus "Line clear" or "Line blocked" would then always be given by two separate acts; the first ringing the bell or gong, calling the signalman's attention; and the second moving the needle to the words on the dial plate "Line clear" or "Line blocked."

*The Secretary,
Board of Trade.
Whitehall.*

I have, &c.
W. YOLLAND,
Colonel.

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R E P O R T S

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,

UPON

C E R T A I N A C C I D E N T S

WHICH HAVE

O C C U R R E D O N R A I L W A Y S

During the Month of December

1 8 6 5.

(PART SEVENTH.)

Presented to both Houses of Parliament by Command of Her Majesty.
March 1866.



L O N D O N :

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1866.

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NORTH BRITISH RAILWAY.

*Board of Trade
(Railway Department),*

Whitehall, 22nd March 1866.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the North British Railway Company, the enclosed copies of reports made by Captain Tyler, R.E., on four accidents which occurred on the North British Railway in December last.

My Lords trust that the Directors will see fit to adopt the measures recommended by Captain Tyler in these reports for ensuring the public safety.

I have, &c.

*The Secretary of the
North British Railway
Company.*

W. D. FANE.

SIR,

Edinburgh, 16th March 1866.

IN compliance with the instructions contained in your Minute of the 26th February, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 20th December last at Saint Margaret's on the North British Railway.

The main line of this railway from Edinburgh to the south runs through the company's principal locomotive and carriage works at Saint Margaret's, a mile and a half to the east of Edinburgh. There are a number of sidings on both sides of the line; and those on the south, on which side the coke-store is situated, join the main line to Edinburgh in a tunnel, commonly called the coke-store tunnel. There is a falling gradient of 1 in 78 from the direction of Edinburgh to the middle of this tunnel, and the line is then level through the works. The switches are 23 yards from the eastern entrance to the tunnel, and they are under the charge of a pointsman, stationed at the western mouth of the tunnel, 46 yards from them. This man has a wire-signal working in each direction, and a bell from (but not to) the telegraph cabin, 250 yards east of him.

He was in his hut about 9.30 a.m. on the day in question, when he saw five empty coke-waggons, which he did not expect, coming round the corner of the tunnel from the coke-store, upon the main line to Edinburgh. He at once left his hut, turned his signal towards the east to "danger," walked to the siding points, and, after consulting with the pilot-guard, came to the conclusion that it would be safer to allow the waggons to run back along the main line than to turn them into the siding, as they returned by the force of gravity down the gradient of 1 in 78 above referred to.

The pilot-guard turned away to fetch the pilot-engine, and the pointsman awaited the return of the waggons, when a passenger train appeared in sight, and this train came into collision with the waggons as they were nearly at a stand, but before they had begun to run back again. The buffers of the passenger engine were broken, and the foot-plate of the tender was cracked. Three of the waggons were broken to pieces. One of the passengers was slightly injured.

The passenger train started from Berwick punctually at 6.30 a.m., consisting of an engine and tender, eight carriages, and a break-van. The engine-driver found the distant-signal from Saint Margaret's at "all right"; and he was only warned by a red flag at the telegraph cabin, as he passed it at a speed of 30 miles an hour, of the waggons being in front of him. He then did his best to pull up, and had succeeded in reducing his

speed, as he thinks, to eight miles an hour before he struck the waggons.

The signalman at the central telegraph-box received notification from Portobello of the approach of the passenger train at 9.30, and turned his signal for it to pass, as the line was clear. About 9.33 he was informed by a boy who came to his cabin that there was an obstruction on the line, and on looking out he saw the waggons near the tunnel. He showed a red flag, therefore, to the driver of the passenger train, and he observed that he was, as well as the guard, doing his best to pull up.

The waggons were brought upon the main line, in the way of the passenger train, in consequence of a misunderstanding on the part of one of the six coke-men who are employed at the coke-store, of what was said to him. It appears that the pilot-guard, who superintends the shunting of engines and waggons about the St. Margaret's yard, saw a pilot engine standing about 9.20 near the telegraph cabin, on the line from Edinburgh, ready to pass over the line to Edinburgh, towards the south sidings, at the first opportunity. This engine was intended to receive empty waggons on the line to Edinburgh, as they ran down from the coke store by the force of gravity upon that line, and to push full waggons up to the coke store; but it was then detained on the line from Edinburgh until a train had passed on the other line to Edinburgh. The pilot-guard did not know for certain that a train was approaching, but he thought it likely, because the trains were in the habit of following each other quickly at that time in the morning, and because the engine would otherwise have crossed on to the other line of rails. In order to save time, when the engine should be able to do so, he went to the coke-store, and warned the coke-man, Mackintosh, "to be ready with his waggons to get them down when the pilot-engine came across the road." He then went back to the main line, to see whether the engine was coming, and he had not gone far before he heard the waggons running down the incline.

The coke-man was aware that the waggons ought not to be let down until the engine was on the line to Edinburgh, ready to receive them; and he, or any other coke-man who performed the duty, usually waited for the engine whistle before he allowed them to go. But understanding the pilot-guard to instruct him,—not "to be ready," but "to let them down," he supposed that the engine was in its place; and he removed the chock-block, knocked the spraggs out of the wheels, and allowed them to run down. He did not then know that the signal which applied to engines might be taken to apply also to waggons passing from the sidings to the main line; and, indeed, the signal was not of the same importance in the latter case, because it was always safe to allow the waggons to run towards the main line whenever it was proper to allow the engine to be upon that line to receive them.

The best remedy that can be applied to meet this case is that which I have already referred to in another Report of this date, upon an accident which occurred at the same spot; namely, to add a pair of safety points which shall prevent anything from running out of these sidings upon the main line unless they are specially opened for the purpose by a pointsman, and to add improved signals from the central telegraph cabin, and communication both ways, by means of which this pointsman may ascertain and be informed at all times precisely what it is safe for him to do or to allow.

I have, &c.

*W. D. Fane, Esq.,
Board of Trade,
Railway Department.*

*H. W. TYLER,
Capt. R.E.*

SIR,

Edinburgh, 16th March 1866.

IN compliance with the instructions contained in your minute of the 26th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 28th December last at Saint Margaret's on the North British Railway.

The principal locomotive and carriage establishment of the North British Railway Company is at Saint Margaret's, a mile and a half from Edinburgh, with sidings on both sides of the Railway. The sidings on the south of the Railway join the line to Edinburgh in a tunnel 70 yards long, on the west of the buildings, the points being 23 yards from the eastern mouth of the tunnel. These points are under the charge of a signalman, whose cabin is 46 yards from them at the west of the tunnel, who has a wire signal working in each direction, and a bell ringing from (but not to) the telegraph cabin 250 yards to the east of him.

The pointsman who was in charge of the above cabin on the 28th December heard an engine coming whistling towards him from the sidings at 5.45. p.m., and saw, on looking eastward, that a passenger train was approaching him at the same moment on the line to Edinburgh. He turned his signal to "danger," but noticed, in doing so, that the driver of the passenger train was too close to him to receive any warning from it. The engine of the passenger train came into collision with the tender of the engine from the siding, and mounted it, and drove it forward for about 120 yards; and the funnel of the passenger engine was knocked off against the roof of the tunnel. The engine-driver of the passenger train, and six of the passengers, were more or less slightly injured.

The passenger train left Carlisle at 2.5 p.m. punctually, and approached the telegraph cabin at Saint Margaret's at 5.50, thirteen or fourteen minutes late, at a speed of 30 miles an hour according to the engine-driver, or of 35 to 40 miles an hour in the opinion of the telegraph officer. The driver found the signal at "all right" for him to proceed, but saw a red light before him in the coke-store tunnel, from the tender of the escaping engine. He did his best to pull up, but was unable to reduce his speed materially before he came into collision with this tender.

The telegraph officer saw the engine leave the sidings, and foul the main line as the passenger train passed his cabin. He had not turned "on" his siding signal, which was of an unusual description, as I shall presently explain, and the driver of the engine had no right therefore so to leave the sidings.

This driver has, I am informed, absconded; and his fireman, and a fitter who was with them, have since left the service of the Company. I had not therefore an opportunity of examining any of these men. But I learn that they had taken the engine, which was newly repaired, from the north to the south of the main line, to fetch its tender from a siding near the coke-shed; that they were trying it together; and that they were returning to the north sidings to be ready for work. The engine-driver was an experienced man, but did not know much of the working of the yard at St. Margaret's; and he told the sheriff, when examined by him, that he "thought he had got the signal" to allow him to leave the coke-sidings.

The signal employed for these south sidings, of which the principal are nine in number, is peculiar in two respects. (1.) Instead of being kept "on" at danger, according to the usual practice, when engines are not to leave the sidings, it is kept habitually "off;" and it is turned "on" with a green board by day, and a green lamp by night, by the telegraph officer from his cabin, when it is intended to indicate that an engine may leave the sidings. (2.) Instead of being placed near the points where the sidings join the main line, so as to be in front of an engine waiting to leave the sidings, it is fixed near the carriage shed at the further end of the sidings, so

that an engine-driver is obliged to look either sideways or behind him to receive its instructions. The telegraph officer has been obliged to report engine drivers for going out of these sidings without his permission on previous occasions; and he has several times suggested, but hitherto without effect, that he ought to be supplied with extra signals, because he requires to indicate to the engine-drivers, perhaps to more than one at a time, either that they may proceed to Edinburgh; or that they may shunt in and out of the sidings, and so obstruct the line to Edinburgh; or that they may cross to the north sidings, by which they would obstruct the lines both to and from Edinburgh.

The following are the signals at present made by the men to the central telegraph box, when the atmosphere and daylight will admit of it, as described in the words of one of the signalmen there stationed: "When they want to shunt on the main line only, they hold up the right arm facing the office, and whistle at the same time. When they want to cross to the north sidings, they exhibit the left arm, and whistle at the same time. When they want to go to Edinburgh, they give a long whistle, and exhibit no arm."

It is very necessary that this signal post should now be removed towards the west of the sidings, that it should be made to show "danger" when engines or waggons may not go out, and that it should be provided with extra arms and lamps to enable the telegraph officer to give the separate indications above referred to.

It is desirable, also, that a pair of safety points should be laid in on the west of these south sidings, to be worked by a pointsman in conformity with the indications of the telegraph-officer on the above improved signals; and that there should be good means of communication in both directions between the pointsman and the telegraph-officer. The main line traffic is very heavy, the view is obstructed, the amount of shunting from the sidings is very great, and the siding from the coke-store falls on a steep gradient towards the main line. It would tend greatly to safety if no engines or waggons could reach the main line unless permitted thus to do so, both by the signals of the telegraph-officer and the action of a pointsman. Other improvements might advantageously be effected in the telegraph cabin, and the apparatus connected with it, which I have indicated on the spot, but to which I need not here refer.

I have, &c.

H. W. TYLER,
Capt. R.E.

W. D. Fane, Esq.,
Board of Trade,
Whitehall.

SIR,

Edinburgh, 17th March 1866.

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have inspected the level crossing at Coatbridge of the Edinburgh and Glasgow turnpike road by the Monklands section of the North British Railway, referred to by Mr. Young in his letter of the 3rd instant.

This level crossing is a focus of enormous traffic. Mr. Baird's branch line joins the double line of the Monklands Railway, the towing-paths of two canals meet, eight roads converge upon it. There is a heavy and increasing mineral traffic on the Railways, and there are foot passengers, carts of coals or minerals, and barge horses continually passing on the roads. There is a crossing-keeper, with a wire signal to the northward, to warn the public using the roads of the approach of trains, but there are no gates or other means of protection.

I am informed by the crossing-keeper that there has been no serious accident at the crossing during the eight years that he has been in charge of it until that on the 21st December last to the poor woman referred to by Mr. Young. The crossing-keeper did not

observe that she carried (as Mr. Young states) an umbrella, but she appeared to him to be endeavouring to get across before an engine, which was approaching from the south with four waggons behind it, had passed. She was unfortunately caught in the attempt, and thrown down, and she died subsequently from the injuries which she received.

Mr. Young complains of delay as well as danger. And there appear to be grounds for this complaint in consequence of the shunting of waggons on Mr. Baird's branch, as well as from the passage of trains on the main line. The principal traffic on the roads is from foot passengers.

I recommend that a footbridge be constructed over the branch and main line, to accommodate the different roads which converge upon the crossing; that gates be provided, worked by machinery, to close the roads during the passage or shunting of the trains; and that wire signals be supplied to the south, and towards Mr. Baird's branch, to be worked with the signal to the North,—all by one improved lever.

I have, &c.

W. D. Fane, Esq.,
Board of Trade,
Whitehall.

H. W. TYLER,
Capt. R.E.

SIR, North Berwick, 19th March 1866.

IN compliance with the instructions contained in your minute of the 26th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 21st December last near the Linton Station on the North British Railway.

The mail train left Berwick at 9.16, 31 minutes late, and Linton at 10.46, 44 minutes late, for Edinburgh on that morning, consisting of an engine and tender, a horsebox, eight carriages, and a break-van. As it was travelling at 30 miles an hour down a falling gradient of 1 in 250, and round a curve to the right-hand of three quarters of a mile radius, a mile to the north of Linton, and $22\frac{1}{2}$ miles south of Edinburgh, the fireman observed to the engine-driver that there appeared to be something wrong with the left leading spring of the engine. The driver shut off his steam, and went forward to examine it; and he found that the "back adjusting-screw" which carried the trailing end of that spring "was broken under the top nut." He had just time to get back to the foot-plate, when the leading wheels of the engine left the rails. He then applied his break, whistled for the guard's break, and did his best to pull up; but after he had gone about 200 yards from the point at which the leading wheels appeared to leave the rails, the engine turned off to the left, against the slope of the cutting through which that part of the line runs, and turned over on its left side.

The guard who rode in the van at the tail of the train first heard the engine-whistle, and then, after applying his break, found the train brought to a sudden stand, for no cause that he could see. He was thrown

forward in his van, without injury. On getting out, he found the horse-box, one third class, one second-class, and one first-class carriage, all off the rails, as well as the engine and tender. The tender rested on its left wheels across the ditch at the side of the line. The horse-box also leant over to the left, as well as the third-class carriage. The other vehicles remained on their wheels in an upright position. The driver and fireman were slightly injured, and were off work for a day; and a mail-guard was hurt. But the passengers escaped without injury.

The permanent way was laid with double-headed rails, weighing 70lbs. to the lineal yard, in lengths of 16 feet, not fished at the joints. The chairs, of cast-iron, weighed 22lbs. at the joints, and 18lbs. each in the intermediate spaces. The sleepers, inserted $3\frac{1}{2}$ years ago, were laid transversely, 3ft. 9in. apart on the average. The line has been relaid since the accident, with new rails of the same weight, fished at the joints; and with chairs weighing 33lbs. each, secured by hollow spikes to square creosoted Baltic sleepers, 10 in. $\times$ 5 in. in section, and placed at an average distance of 3 ft. $1\frac{1}{4}$ in. apart. I am glad to find that it is intended to relay the other line of rails, which is 19 years old, with as little delay as possible.

An examination of the permanent way after the accident showed that all the chairs were broken on the outside of the curve, and that the rails on that side were much bent for the 200 yards that the leading wheels of the engine seem to have been off the rails, while the inside rails remained undisturbed, and none of the chairs under them had been fractured. Three or four rails were thrown out when the engine turned to the left against the slope of the cutting.

The engine was a *single* passenger engine, with 16 in. cylinders, and a stroke of 20 inches. The leading and trailing wheels were 3ft. 9in. and the driving-wheels 6 feet in diameter. The wheel-base measured 15ft. 3in. from the leading to the trailing axles, and there were 8 tons on the leading, 12 tons on the driving, and 5 tons on the trailing wheels when the engine was in running order. The bearings on the leading and trailing wheels were outside, and on the driving wheels inside. The engine has since been running in an unaltered condition, except that all the other adjusting screws, similar to that which failed, have been wisely renewed with round threads instead of square threads, which they had at the time of the accident, by way of adding to their strength.

This accident was no doubt occasioned by the fracture referred to of the adjusting-screw of the engine-spring, which may have been partly caused by the rough condition of the permanent way before its renewal.

I have, &c.

W. D. Fane, Esq.,
Board of Trade,
Whitehall.

H. W. TYLER,
Capt. R.E.

R E P O R T S

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,

UPON

C E R T A I N A C C I D E N T S

WHICH HAVE

O C C U R R E D O N R A I L W A Y S

During the Months of January and February

1866.

(PART FIRST.)

Presented to both Houses of Parliament by Command of Her Majesty.
June 1866.



L O N D O N :

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
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FOR HER MAJESTY'S STATIONERY OFFICE.

1866.

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LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 3d February 1866.*

SIR,

I AM directed by the Lords of the Committee for Privy Council for Trade to transmit to you, to be laid before the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Capt. Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred between a passenger train and a goods train, at the Chapel Town Station on the 13th ultimo.

I have, &c.,
W. D. FANE.

*The Secretary of the
Lancashire and Yorkshire
Railway Company.*

SIR, *Manchester, 31st January 1866.*

IN compliance with the instructions contained in your minute of the 17th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 13th instant, between a passenger train and a goods train, at the Chapel Town Station, on the Bolton and Blackburn section of the Lancashire and Yorkshire Railway.

This station is about $4\frac{1}{2}$ miles to the north of Bolton, and is approached from the south on a rising gradient of 1 in 75. There is a bridge over the line, 180 yards south of the up passenger platform, and the line being curved and in a cutting, the view of an engine driver is much obstructed. There are no platform signals, but there is a distant signal in each direction, that towards the south being on the slope of the cutting and north of the above bridge, so that the view of it is obscured by the bridge for some little distance.

On the day in question, the 8 a.m. passenger train from Manchester and Bolton approached Chapel Town, according to the engine driver, at 9·2, six or seven minutes late, composed of an engine and tender, four carriages, and a break van, the carriages and van having been coupled together with Fay's continuous breaks. The engine driver found the signal at all right, and was running forward with his steam on towards the down platform, when he suddenly saw a pilot engine "about thirty yards" in front of him. He shut off his steam, reversed his engine, and whistled for the breaks; but he came into collision with the pilot engine at a speed which he estimates at seven or eight, and the guard at ten miles an hour.

The shock was a sharp one. The guard, who had time fully to apply his breaks, was thrown down in his van and hurt in the side, and he has not yet been able to return to his work; but the engines were only slightly damaged, and fortunately only two passengers appear to have been injured. This result is attributable, partly to an effort made by the driver of the pilot engine to run forward, and partly to the steepness of the gradient; but principally to the action of the continuous breaks which the Lancashire and Yorkshire Company so wisely employ, and which, upon this occasion, prevented any violent rebound of the buffers from occurring after the collision, besides lessening the original shock to the passengers in each vehicle.

The pilot engine was standing about thirty yards to the south of the down platform, at the tail of a goods train which it had been assisting up the incline. This goods train consisted, when it reached Chapel Town, of an engine and tender (besides the

pilot engine), 25 waggons, and two break vans. Three of these waggons, the third, fourth, and fifth, were to be left at the station, and the train was brought to a stand at the down platform, to allow the engine and tender to go forward with the five leading waggons, to the points through which they were to be turned across the up line into a siding.

This train reached Chapel Town at 8·55, according to the head guard in charge of it, or 9 o'clock, according to the station master. It was $3\frac{1}{2}$ hours late, of which time 1 hour and 40 minutes had been lost on its last trip, at Bolton, in waiting for the pilot engine, and the remainder in shunting. As the passenger train was due to leave Chapel Town at 8·56, it was actually due to arrive at that station when the goods train drew up to the platform on the same line of rails; and it would appear that the goods train must have then been left unprotected by the signal for six or seven minutes before the collision occurred.

The station-master was engaged in the booking office when the goods train arrived, and only ran out "about half a minute afterwards" to see the collision occur, after hearing "three sharp whistles" from the passenger engine.

His staff consisted of a passenger porter, a goods porter, and a telegraph boy.

The goods porter was away ill, and had been so for a week; and the telegraph boy was only due to arrive by the passenger train. The passenger porter, Jacob Downes, who alone remains, was in charge of the signals; but he was "100 yards north" of the station, letting down 12 or 14 coal waggons "from the north end of the coal siding to the south" of that siding, to make room for waggons brought "by the 5·20 Bolton (goods) train." He was, in fact, doing the goods porter's duty, and was thus prevented from attending to his signals. Unable to leave the coal waggons, he called out to a platelayer, who had given him occasional assistance during the previous week, and was then near the signal handles, to "put the signals on," and he had no doubt that he would do so. He heard the north signal turned on, and afterwards the crash of the collision while he was fastening down the breaks of the coal waggons.

The platelayer referred to, Ralph Kay, was engaged in scraping snow off the down platform when the goods train arrived. He neither saw nor heard anything of the passenger porter, Downes; but the head goods-guard came running past him and said "They're going across, put on the up (north) signal." After he had turned that signal to danger, he looked round and "saw a passenger train coming, which ran into the goods train." It was then of course too late to apply the south signal.

The head goods-guard knew on his arrival that the passenger train was due within a minute, and after applying his break, he jumped out of his van,—told Kay to apply "the up line (north) signal,"—saw him turn towards the handle of the down line signal, and thought he was going to turn that signal to danger,—and then ran forward to assist his 2nd guard in getting the waggons across. He states that he was unable to shunt his train out of the way of the passenger train, because the coupling was unhooked, and the engine and five waggons had gone forward to cross to the up line before he could, after applying his break, get out of his van. This is contradicted by the 2nd guard, who saw the head-guard out of his van after he had uncoupled the waggons, and before he moved forward with them; and, indeed, the head-guard stated himself, when

recalled, that he did not know where the waggons were when he first left his van. But it is clear that the train was divided, the engine and five waggons were sent forward, and the remainder was left standing in the way of the passenger train, not only without leave from any one in charge of the station, but also without any one being present to see that the south signal was turned to danger. The engine and three waggons are stated to have been on the crossing, in motion towards the siding, into which two waggons had entered when the collision occurred.

The singular independence which was thus displayed by the goods guard is, perhaps, partly to be accounted for by the extraordinary mode of working which is practised on this part of the line during the night, when passenger trains are not running. From 10 p.m. to 3.20 a.m., the goods trains do not stop at any station except where there is a watchman; but from 3.20 a.m. to 6.30 a.m. they stop at those stations where there is no watchman, Chapel Town amongst the number; and the guards then do all the station work themselves, attending to the signals, the switches, and the scotch-blocks.

The telegraph is employed by day, but not by night, for working the traffic on this line. But there is only a single needle instrument on the "magnetic" system, without a bell, at Chapel Town, and the wire on which it works is continuous from Bolton to Blackburn. The trains are telegraphed after they have started to Bromley Cross ($1\frac{1}{4}$ miles) on the south, and to Entwhistle ($1\frac{3}{4}$ miles) on the north, for information only, to announce their approach. Neither the goods train nor the pas-

senger train was, however, telegraphed on the present occasion, because, as I have already stated, the telegraph boy was only due to arrive by the latter, from his home, which was some miles to the southward.

There are many improvements wanting on this line, and at this station, amongst the principal of which I may mention;—(1.) Shunting sidings generally. The goods train could only on this occasion have been shunted, if at all, from one main line to the other. (2.) Platform signals generally, and at Chapel Town the south signal to be moved to a greater distance, and a second north signal to be provided, for the protection (on a falling gradient of 1 in 75) of points about 300 yards from the station. (3.) Telegraph bells, with up and down instruments, separate wires as well as a through wire, and a better system of telegraph working. It is desirable also, that instruments and bells should be provided at King William, the next goods station south of Chapel Town. (4.) The employment of night inspectors at all stations where work is done by trains during the night.

I should explain, in conclusion, that the station-master at Chapel Town had made no report to his superiors of the absence of his goods porter, expecting him to return to work almost daily, and believing that he could, with occasional assistance from a platelayer, do without him in the meantime.

I have, &c.

*The Secretary of the
Board of Trade
(Railway Department),
Whitehall.*

H. W. TYLER,
Capt. R.E.

LONDON, CHATHAM, AND DOVER RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 9th February 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London, Chatham, and Dover Railway Company, the enclosed copy of the report made by Capt. Rich. R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the accident which occurred to a goods train from the falling of an under bridge near Beckenham on the 14th ultimo.

I have, &c.

W. D. FANE.

*The Secretary of the
London, Chatham, and Dover
Railway Company.*

SIR,

Dulwich, 5th February 1866.

IN compliance with your minute of the 18th ulto., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances, that caused the accident, that occurred on the 14th January 1866, in consequence of a bridge on the London, Chatham, and Dover Railway, near Beckenham, having fallen.

A goods train, consisting of an engine and tender, a guard's van, 30 goods trucks, and a second guard's van at the tail of the train, left Stewarts Lane at 1.30 a.m. for Ramsgate.

It passed Penge Junction, at a speed of about 12 miles per hour, at 3.54 a.m. When the train reached the bridge over the Chaffinch stream, which is about 120 yards beyond Penge Junction, the signalman in the junction box heard a great crash, which was the noise made by the bridge and a part of the train falling into the stream. The bridge consisted of two openings, one of 14 feet, over the stream, and the

other 18 ft. wide, over a kind of field road, or cattle track, on the bank of the stream.

The abutments, which were 3 ft. 9 in., besides counterforts, and the centre pier, which was 3 ft. thick, were built of brick. The girders were cast iron, each rail was carried on a longitudinal timber, bolted between two cast iron girders.

Half the bridge, which carried the down line, fell whilst the engine was passing over it. A goods train had passed over the same line about an hour and seven minutes previous. The foreman of platelayers had passed under the bridge at 4 o'clock on the previous afternoon; the signalman had passed over it at 9 o'clock the same evening; and neither of them perceived anything wrong. The stream, which is usually about 1 ft. deep, and 2 or 3 ft. wide, was swollen with the water from the southern side of Sydenham Hill, which flowed from it in torrents, caused by the melting snow. The signalman stated, that the whole plain was covered with water to a considerable depth; that both openings of the Chaffinch bridge were very full, and that the water was rushing through them with considerable velocity. He added that during the 16 years that he has lived in the neighbourhood, he has seen nothing like the flood, and his description does not appear to be exaggerated.

At the north side of the same hill the rush of water was very great.

The swollen stream under the Chaffinch bridge undermined the western abutment at the north end, and the northern half fell, under the weight of the engine of the goods train, which struck the centre pier in its fall, and carried away the northern portion of it.

One of the buffers left its mark in the eastern abutment of the bridge, and the engine was turned over on its side in the cattle pass on the right bank of the stream. The tender lay in the stream, and the

unfortunate fireman was crushed to death under the framing. The driver escaped with slight injury. The van next to the tender, was turned upside down, and the guard in it was somewhat hurt. Fourteen goods trucks were heaped one over the other in the stream and on its banks. The other 16 trucks remained on the rails above. The bridge seems to have been fairly built, but the foundations, which were laid on a bed of hard marl mixed with stone, forming a species of natural concrete, were not sufficiently deep below the bed of the river. The foundations of the abutment which fell, appear to have been originally laid about 3 ft. 6 in. below the bed of the stream. But the stream, according to the evidence of the signalman, (which is borne out by the original drawings in the possession of the engineer, there being no copy

amongst the plans in the Board of Trade office), was straightened and deepened about 2 ft. by the landlord some years since. This deepening left the bed of the river only about 1 ft. 3 in. above the foundations. The banks were sloped at an inclination, of about 2 feet horizontal to 1 foot vertical, and sodded. They do not appear to have moved till the flood of the 13th; but this shape, which is not natural, and is never seen on the natural banks of any stream, should not be adopted, unless the bottom is pitched, or an invert arch is put in.

I have, &c.
F. H. RICH,
Capt. R. E.

*The Secretary of the
(Railway Department),
Board of Trade.*

LONDON AND NORTH-WESTERN AND MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAYS.

*Board of Trade
(Railway Department),
14th February 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London and North-Western Railway Company [Manchester, Sheffield, and Lincolnshire Railway Company] the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the falling of the roof of the joint railway station of the London and North-Western, and Manchester, Sheffield, and Lincolnshire Railway Companies, at London Road, Manchester, on the 22nd ultimo.

I am &c.,
W. D. FANE.

*The Secretary of the
London and North-Western
Railway Company.*

*The Secretary of the
Manchester, Sheffield, and Lincolnshire
Railway Company.*

78 feet, in two spans of 78 feet $5\frac{3}{4}$ inches, and in two spans at the east end of 88 feet $4\frac{1}{4}$ inches each. The whole was to be supported on longitudinal girders, resting on cast-iron columns, with a total height of 60 feet, and a height to the lower side of the girders of 25 feet; and it was to be covered alternately with slates and glass. The principals averaged on the longer longitudinal spans 14 feet 8 inches from centre to centre, and were assisted by intermediate bearers. The area of each division between the principals was, therefore, 94 feet 3 inches $\times$ 14 feet 8 inches = 1,381 superficial feet. The weights were to be as follows:—

	Cwt.
Ironwork in principal, including intermediate bearer, pur- lins, &c. - - -	138
Covering, including	
Boarding at $4\frac{1}{2}$ lbs.	
Slates at $7\frac{1}{2}$ lbs.	
Glass and sashes at $2\frac{1}{2}$ lbs. -	112
	250 = $12\frac{1}{2}$ tons.

And $\frac{12\frac{1}{2} \text{ tons}}{1,381} = 20 \text{ lbs. per foot super. due to the}$

weight of the structure.

It was also calculated that if a further 20 lbs. per foot super. were added for pressure of wind, a total weight would be arrived at of 40 lbs. per foot super. over the whole structure. And $1,381 \times 40 = 55,240 \text{ lbs.} = 24.66 \text{ tons}$, would, as regarded the transverse spans, be the total weight of and to be supported by each principal where the principals were 14 feet 8 inches apart, of which half was for the actual weight of the materials.

Tenders were received for the construction of the roof, on Mr. Dempsey's design, on the 12th of February 1864, from Messrs. Fairbairn, Messrs. Mabon, the Horsley Iron Company, Messrs. Rankin, and Messrs. Ormerod and Co., the amounts of which were unusually near to each other; and the tender of Messrs. R. and J. Rankin and Co. was accepted on the same date for 35,799*l.*, from which 1,600*l.* was to be deducted as the value of the old roof.

As this was a joint work, Messrs. Mills and Murgatroyd, architects, of Manchester, who were already employed in building the new station, were appointed also, on the recommendation of Mr. Sacré, agreed to by Mr. Baker, to superintend the erection of the roof, in order that direct responsibility might be obtained. This was the more desirable because Messrs. Mills and Murgatroyd had already been carrying out extensive works for strengthening the arches of the viaduct upon which the whole structure was to be raised, and similar care was necessary in preparing the foundations for the columns of the roof.

SIR,

Manchester, 7th February 1866.

IN compliance with the instructions contained in your minute of the 24th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 22nd ultimo, at Manchester, from the fall of the roof at the London Road joint station of the London and North-western, and Manchester, Sheffield, and Lincolnshire Railway Companies.

The question of a roof for this station appears first to have been seriously entertained in the autumn of 1862 and the beginning of 1863. At that time Mr. Sacré, the engineer of the Sheffield Company, advocated the adoption of a single span, while Mr. Baker, the engineer of the London and North-western Company, preferred a double span. Mr. T. Harrison, to whom the matter was referred, reported in favour of a double span, and Mr. Dempsey, of Great George Street, London, was, on the recommendation of Mr. Baker, agreed to by Mr. Sacré, directed to prepare the quantities and drawings for the work.

Mr. Dempsey prepared detailed drawings accordingly, towards the end of 1863, of which the enclosed tracings will serve to show the general design. The roof over the passenger platform was to be transversely in two spans of 94 feet 3 inches each; and longitudinally, commencing from the west end, in three spans of 77 feet 10 inches each, in one span of

The original plans of Mr. Dempsey, signed by Mr. Baker and Mr. Rankin, were handed to Mr. Murgatroyd in November 1864, and tracings from them, signed by Mr. Baker and Mr. Sacré, were supplied to Messrs. Rankin. Messrs. Rankin ordered the iron (through a broker) from the Blaenavon Iron Company, and commenced work in November 1864.

During the progress of the works, Mr. Murgatroyd, on whom the duty of superintendence for the Company personally devolved, "spent the greater part of" the forenoon upon them, never less than three "times a week;" and, with the following exceptions, the work was carried out in conformity with the drawings. In January 1865, Mr. Murgatroyd made a suggestion to Mr. Sacré as to strengthening the girders down the middle of the roof, to which Mr. Sacré acceded, and Mr. Murgatroyd went to London to see Mr. Baker on the subject. Mr. Baker assented, and the side girders were weakened to strengthen the centre girders. Where the side girders were supported for the shorter spans by the side walls of the station, the top plates of those girders were transferred respectively to the top and bottom flanges of the corresponding central girders; but where, as in each of the 88 feet 4 inches spans, there was only one side wall, the top plates were taken from those girders only which were so supported, and transferred to the central girders, while extra plates were provided for the lower flanges of those girders, 13 inches by $\frac{1}{2}$ inch over their whole length.

The only other important alterations from the drawings were, in making the pitch of the skylights somewhat steeper, in connecting the side columns with the side walls, and in varying the ornamental portions of the pillars, which were all agreed to at the same time; and subsequently in a different arrangement of the metal for the struts of the principals of the roof, to avoid practical difficulty in casting them hollow.

Mr. Henry Rankin informs me that his brother made some remarks verbally to Mr. Murgatroyd, in regard to the cast-iron connections between the columns and the girders; but Mr. Murgatroyd has no recollection of any such remarks, and feels sure that if they had been made, they would have received his careful attention. Mr. Rankin adds, "they were" not insisted on, and we were not uneasy on the "subject, though we did not quite like the means of" connection."

During the progress of the work, the deflections of the middle girders, of which I enclose a statement, were taken by Mr. Measures, the foreman of the contractors. It appears from that statement that the centre girders from No. 1 to No. 6 longitudinal spans, had permanently deflected to amounts varying from 3 inches up to even $4\frac{1}{2}$ inches; while No. 7, the centre girder that fell, had deflected $2\frac{3}{4}$ inches on the 12th January, 10 days before it fell. No later observation was taken, but the deflection must have increased after that time. Mr. Henry Rankin states, with regard to the evidence of weakness shown by those deflections, that, though he did not see any immediate cause for apprehension, his firm had become convinced that with a view to permanent stability "something was necessary to counteract it." He had not, however, said anything to Mr. Murgatroyd on the subject, and Mr. Murgatroyd himself appears to have been satisfied at observing that from November 24th, when the greater number of the girders had been fully loaded, up to the 12th January, when the deflections were last taken, hardly any perceptible change had occurred.

I learn from Professor Airey that the highest pressure recorded at the Greenwich Observatory from the strong winds which prevailed in the early part of January was $33\frac{1}{2}$ lbs. to the square foot on the 8th January. They do not appear to have had any observed effect upon No. 7, the 2nd longitudinal span from the east end, but the central portion of the upper flanges of the three girders of No. 8,—the last span at that end, were all buckled over slightly to the northward. Mr. Measures' attention was called to this by his assistant, Furniss, "one Saturday

"morning, at least three weeks before the roof fell." He at once drew the girders back into their proper positions, by means of three chains attached to the rails of the permanent way and to the north girder, and shored them up; and he did not notice any further movement in them. Ten days afterwards, he mentioned to Mr. H. Rankin, when he inquired as to the effect of the wind, that the girders had shifted, and he also mentioned that circumstance to Mr. Walker, Mr. Murgatroyd's clerk of works, but he did not think it serious at the time, or that it need be mentioned to Mr. Murgatroyd; and Mr. Murgatroyd informs me that he heard nothing of it till the roof had fallen.

Mr. Moorsom, however, the joint engineer of the two companies, though he had nothing to do with the erection of the roof, remembers seeing Mr. Measures on the passenger platform at the station on Saturday the 6th of January, and hearing from him on that day "that the wind had sprung one of the" girders, and that he had some men at work shoring "it."

All appeared to go on as usual from that time until Monday, the 22nd January, when No. 7, the last longitudinal span but one to the east, fell to the ground about 2 p.m., covering two engines and some passenger carriages with the debris, and injuring 31 workmen and others, of whom two have since died. Mr. Murgatroyd was about leaving his office to see whether a severe gale of the previous Saturday night had done any harm to it. Mr. Measures had been under it an hour or two before, and would not believe that it had fallen. The middle girder of this span was seen to fall first, and the transverse roof spans on each side of course followed on being deprived of their central support. The longitudinal spans on either side were left standing. The north (outside) girder of the span that fell remained attached to the columns, and on the wall, while the south (outside) girder of that span, which had no wall under it, was dragged away from its columns.

But these were mere results, and in describing the cause of failure, it is necessary that I should now direct attention more particularly to the central girder and its connections with the columns east and west of it.

This was a parallel girder 88 feet 4 inches long, and 6 feet deep, with diagonal braces and vertical struts, as shown in the accompanying drawing. The vertical struts, as well as the ends, were of cast iron, and the remainder of wrought iron.

The braces formed an angle of about 25 degrees with the flanges, and were more than $2\frac{1}{2}$ times as long as the vertical struts. Careful calculation, from the quantities claimed by the sub-contractors from the principal contractor as having been fixed, and investigated by Mr. Murgatroyd, shows that there was a total weight of materials, workmen, and scaffolding amounting to 70 tons upon this girder when it failed, besides its own weight of 15 tons, making a total weight of 85 tons. These weights were somewhat in excess of those estimated for, though nearly in accordance with the plans furnished by Mr. Dempsey, and the above amount was 15 tons less than the girder would have had to support when the roof was completed. There would then have been a total load of 100 tons, or rather more than $16\frac{2}{3}$ tons on each of the vertical struts in the girder. Under this latter weight, the strain per square inch on the effective area of the upper flange may be estimated, without deducting for rivet holes, at rather more than 4 tons; on the lower flange, deducting rivet holes, at $5\frac{1}{2}$ tons; on the end braces at 8 tons; on No. 2 braces at 6.8 tons. The strains upon the other braces would similarly have been 3 tons per square inch; on the end struts (of cast iron) 50 tons each, or $3\frac{1}{2}$ tons per square inch; and on the other vertical struts nowhere more than 3 tons per square inch. In these strains no allowance is made for the effect of wind or snow, and to meet those contingencies they should, in calculation, be increased by rather more than one-sixth,

The strain on the principals for wind and snow might indeed fairly be taken at 20 lbs. to the superficial foot over the whole structure; but for the vertical strain in the girders, 15 tons for each girder, or 3 tons per vertical strut, should suffice. This would bring the total maximum strain per square inch up to 5 tons for the upper flange, $5\frac{1}{2}$ tons for the lower flange, $9\frac{1}{2}$ tons for No. 1 tension bars, 8 tons for No. 2 tension bars, $3\frac{1}{2}$ tons for the middle bars.

The position and appearance of the girder as it lay on the ground showed clearly what were its weak points, and, to my mind, at which end it had first failed. It had, in falling, moved westward. At its west end, the upper flange lay over to the southward, and rested against the base on the north side of the column on which it had been supported. A considerable bulge on the south side of that flange had evidently been the result of a severe blow against the column; and there were marks on the column itself, where the flange had grazed it and struck the mouldings as it fell. The appearance of both flanges, and the fact that the whole girder had moved westward, proved that this was not the end that first came to the ground, and that it was not the end which had first given way. The cast-iron strut at this end of the girder was torn away from the four lugs by means of which it had been bolted to the column, and these lugs remained attached by their bolts to the column after its fall.

The upper and lower flanges of the girder, though they had suffered in the fall, were nowhere distorted in the one case, or severed in the other, in such a manner as to afford indication of their having by their failure, in buckling or tearing asunder, contributed to the fall of the girder. And though the vertical cast-iron struts were more or less fractured, yet the position of the braces and of the flanges with regard to each other showed that the accident had not been caused by any failure of the bracing.

The east end of the girder presented a very different appearance from the west end. Both the upper and lower flanges, but particularly the latter, had fallen to the ground at a sufficient angle to bend them to a considerable extent; and there was this remarkable difference between the two ends, that whereas at the west end the cast-iron strut was torn away from all its four lugs, and the shoulders of that strut remained complete in the upper and lower flanges; at the east end, on the contrary, the whole strut remained attached by its lugs, *in situ*, at the top of the column, and the shoulders of the strut had been fractured in the upper as well as in the lower flange.

These fractures, of which the form is shown in the enclosed tracing, from an enlarged side elevation, are not such as would in my opinion have been produced by any ordinary strains of the end brace, though the vertical pressure upon the struts, which amounted to between 40 and 50 tons, and which might, more or less, have been carried by the pins which passed through them, according to the amount of bearing taken by the angle irons of the girder, may have had much to do with the accident; or these pieces of cast-iron might have been cracked, confined as they were tightly between the angle irons of the girders, by a slight twisting of the column, when the girders of

the end span were blown over, as I have described, to the northward, at the same time that this particular girder was also subjected to the influence of the wind; and I find, somewhat in corroboration of this supposition, that the column itself, which was rather thinner on one side than on the other, was discovered after the accident to be cracked on the thinner part of its circumference. The column was completely severed at this crack when it was afterwards pulled down.

Having regard to the facts above described, and to the general appearance of the girder, I am of opinion that the shoulders of the strut at the east end of this girder may have been fractured by the slight twisting of the column, combined with high vertical pressure, during the high winds early in January, perhaps 16 days before the fall of the roof. The upper flange of the girder and the angle irons would then have been carried on the head of the strut only, which would account for the fracture observable in the angle-iron and upper plate; and the pin which passed through its angle-iron, and through the shoulders of the strut, would have been on an inclined plane. The plates at the bottom of the girder would only have been resting for $1\frac{1}{4}$ inches at the edge of the capital of the column, and the girder would, on this supposition, have been during the fortnight in question in a precarious condition. Its only means of longitudinal attachment to the column, through the shoulders referred to having failed, it would have had a tendency, as soon as the deflection increased to a sufficient extent, to slide with its lower flange off the capital of the column, and with its upper flange off the top of the strut, the pin through the shoulder of the strut falling down the inclined plane which the fracture already described had left. I may add that the fracture of these shoulders, which occurred between the angle-irons of the upper and lower flanges, would not have been observable from the exterior, and that the closest scrutiny would probably have hardly discovered any movement to indicate their fracture until the girder fell.

The particular defects which led, then, to the fall of the roof, were, first, the employment of cast-iron struts and connections at the ends of the girder, and secondly, the narrow bearing on which the girder was supported on the capital of the column; and it appears to me that the employment of cast-iron, not only at the ends but also in the other vertical struts of the girder, was an undesirable mode of construction. I am of opinion, further, that the girder was not, even after it had been strengthened by the addition of plates to its flanges, sufficiently strong for the duty it had to perform. Its braces still remained as they were originally designed, and thus became considerably weaker in proportion than the flanges, and there was a want of lateral stiffness for so long a girder.

I may add that the remaining girders have been propped by timbers to render them temporarily secure, and that they are to receive extra permanent support, and improved longitudinal connections, with as little delay as possible.

I have, &c.

W. D. Fane, Esq.,
Board of Trade,
Whitehall.

H. W. TYLER,
Capt. R.E.

MIDLAND RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 20th February 1866.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Midland Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the fatal accident which occurred, on the 18th January, to Mr. B. Shillito, at the Normanton Station of the Midland Railway.

I am, &c.

*The Secretary of the
Midland Railway
Company.* W. D. FANE.

SIR, *Whitehall, 15th February 1866.*

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the fatal accident that occurred on the 18th ultimo to Mr. B. Shillito, at the Normanton Station on the Midland Railway.

There are at Normanton, as will be seen by the enclosed tracing, two passenger platforms, which are connected with the hotel by a foot-bridge, and, the only safe and proper approach to the station is over that bridge, inasmuch as the platforms are surrounded by lines of railway. The passengers, therefore, to and from Altofts should pass round the road marked B B B along a diversion, also shown, which has been carried out, and which is about 220 yards longer than the road which they formerly used, marked D D D. Before the railway was constructed there was a foot-path somewhat in the direction of the dotted red line A A A, and this route (across the railway) has been used by foot passengers between Altofts and the station for many years past. On the 17th of January, the day before the accident, three notice boards were posted up in conspicuous positions, on which it was stated that "trespassers would be prosecuted with the utmost rigour of the law," but no means were taken to enforce the warning thus conveyed.

On the 18th January, Mr. Shillito, a farmer residing near the station on the Altofts Road, had been out with another farmer, Mr. Lacey, in search of dogs not returned for taxation, and they left the Station Hotel, according to Mr. Lacey, about 9 o'clock in the evening, on their return home. They took, the one a glass of beer and the other a glass of spirits, in the refreshment room in passing, and they left that room at 10.10 p.m., after remaining there 10 minutes, (according to the young woman employed there), to cross the railway by the route marked A A A in the diagram.

They would, after crossing six lines of rails, have reached the cart-road from the goods yard to the main road; but there is evidence that they were not sober; and about 50 yards from the platform, and the same distance from the engine-shed, they were knocked down by some waggons which were being shunted from the down passenger line to the turn-table siding. Mr. Shillito was unfortunately so much injured that he only survived for a quarter of an hour, and Mr. Lacey was also much hurt.

They were not seen by any servant of the Company

before the accident. The waggons, seven in number, were being pushed by an engine from behind, and the goods inspector saw one of them jump. He showed a red light to the engine-driver to stop the train, thinking the waggon had left the rails. On going to ascertain what had happened he found Mr. Lacey on the ground near the seventh waggon, and Mr. Shillito lying under the fourth waggon.

The goods inspector states that he has allowed persons to pass in that direction when they have been sober, but has taken them back, sometimes three or four of a night, when they have been intoxicated.

The population of the Altofts district is stated at 1,600 to 2,000, and the station-master believes that there are 30 or 40 railway passengers to or from that district, including both directions, daily, increased to perhaps upwards of 50 on Wednesdays, 100 on Fridays, and 150 on Saturdays.

There is also a Post Office and Money Order Office at the station, while there is no other Money Order Office in the Altofts district. The difference in distance between the footpath route A A A and the new road B B B for passengers going to the station from Altofts is 693 yards; and the difference between the former road and the diverted road is, as above stated, about 220 yards.

The Midland Railway Company are about to make extensive alterations and improvements at this station, which have already been too long delayed. These will render it more difficult than before to provide any means of approach in lieu of the ancient footpath from the Altofts side of the line to the passenger platforms,—one of which is to be done away with while the other is to be extended. I found on the spot that the inhabitants of Altofts, represented by the jury before whom the circumstances connected with the death of Mr. Shillito were investigated, were exceedingly anxious to obtain a better means of approach to the station, at the same time that the Company saw no way of affording it to them. After carefully considering the subject, I suggested that a footway of which the direction is shown on the tracing by a broad red line C C C should be constructed, skirting the proposed extensions of the Company, and necessitating a foot-bridge about 150 feet long across the corner of a building marked N. This proposal was accepted by the jury, and I have since learnt that it has also been agreed to by the engineer of the Company.

It is desirable that such a footpath should be constructed with as little delay as possible, and that the public should not only be prohibited, but also prevented from using the dangerous route A A A.

In regard to the death of Mr. Shillito, it is clear that he had no right to cross the lines of railway as a railway passenger, because he had not travelled upon the railway on the day in question, but he may have had a right to cross those lines if in doing so he can be considered to have been upon the ancient footpath to which I have referred.

I am glad to learn that a row of 26 cottages, inhabited by men, women, and children, and marked K K K in the tracing, is to be destroyed, as the only means of access to them is across the lines of rails.

I have, &c.

H. W. TYLER,
Capt. R.E.

*The Secretary
Board of Trade
Whitehall.*

MIDLAND RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 19th February 1866.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Midland Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred, on the 19th ultimo, on the Midland Railway at the Long Eaton Junction.

I am, &c.

W. D. FANE.

*The Secretary of the
Midland Railway
Company.*

SIR, *Whitehall, 16th February 1866.*

IN compliance with the instructions contained in your minute of the 29th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 19th ultimo, at the Long Eaton Junction on the Midland Railway.

This junction, between the Erewash Valley Railway and the line to Nottingham, is about 10 miles to the east of Derby, and half a mile to the east of the Trent station. It is provided with a junction stage and two double semaphore signals, besides distant signals. There is a telegraph-bell to Nottingham, which was specially provided for convenience in working the Nottingham goods yard, and is regularly employed to announce the approach of engines or trains to Nottingham, besides being used from Nottingham, (though this was not intended) to announce special trains in foggy or misty weather.

At 8.1 a.m. on the morning in question, a train of empty waggons approached the junction from Nottingham for the Erewash Valley, at the same time with a passenger train from Mansfield by the Erewash Valley, and a passenger train from the Trent station. The signalman lowered his signals first for the empty waggon train, which was first in sight, and next for the passenger train from Mansfield, leaving his signals at danger against the train from the Trent station. He naturally expected that the last-mentioned train would stop short of the junction, in obedience to his signal; but the engine-driver of that train, who had "just pulled up," applied his steam again as soon

as the empty waggon train had cleared the junction, and his engine came into collision with the tender of the engine from Mansfield.

The engine and tender of the train from the Trent were thrown off the rails with all their wheels, but no other vehicle left the rails. None of the passengers were injured.

The train from Mansfield consisted of an engine and tender, a break-van, four carriages, and a second break-van; and it left that station punctually at 6.45 a.m. The engine-driver found the signals lowered for him at Long Eaton in answer to his whistle. When he was "40 or 50 yards from the junction," and as the empty waggon train "cleared out" of the way, he saw a passenger train from the Trent also approaching, at a speed which would prevent it from being stopped short of the junction. He reversed his engine and turned on his steam at the same time that the guard applied his break, and he thus stopped his train in time to prevent the engine of the Trent train from striking any of his passenger carriages.

The Trent train consisted of an engine and tender, a break-van, and two carriages, and left that station punctually at 8.1 a.m. The engine-driver found the distant-signal from the Long Eaton Junction at danger, and he therefore "shut off his steam, and proceeded cautiously towards the junction." He saw the empty waggon train passing the junction, and as soon as it had run clear he moved forward, not observing that the passenger train from Mansfield was advancing on the other side of it. He states that the steam from the engine of the empty waggon train partly obscured the signals, and he thought that a signal which he saw lowered at the junction stage was intended for him to proceed. When he afterwards tried to pull up on seeing the Mansfield train, he was unable to do so.

This accident was caused solely by a mistake, then, on the part of the engine-driver of the Trent train.

It is desirable, in my opinion, that a complete locking apparatus, telegraph instruments, and bells in each direction, and a signal for two sidings west of the junction should be added. But it appears that the above sidings are not often used, and the accident was not caused by the want of any of these appliances.

I have, &c.

H. W. TYLER,
Capt. R.E.

*The Secretary
Board of Trade,
Whitehall.*

NORTH BRITISH RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 27th March 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the North British Railway Company, the enclosed copies of the reports made by Capt. Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collisions which occurred on the 9th and 18th January and 23rd February at the Riccarton Junction at Bathgate, and at a point between the Avonbridge and Slamannan stations of the North British Railway.

My Lords trust that the Directors will give Capt. Tyler's recommendations their careful consideration.

I am, &c.

W. D. FANE.

*The Secretary of the
North British Railway
Company.*

SIR *Melrose, 14th March 1866.*

IN compliance with the instructions contained in your minute of the 26th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 9th of January last at the Riccarton Junction on the North British Railway.

The Border Counties branch, on which the line is single, joins the main line of the "Waverley Route," between Edinburgh and Carlisle, at Riccarton. But there is only one passenger platform for the arrival and departure of the trains to and from Edinburgh, Carlisle, and Newcastle; and the traffic is worked round that platform under arrangements, which it became my duty to describe, after inspecting the second line of rails south of Riccarton, in my report of the 23rd Sept. 1864, and in a subsequent minute, dated 12th Oct. 1864,—against which I then expressed a strong opinion,—and which I still consider to be very objectionable.

The 12.30 p.m. passenger train from Edinburgh for Carlisle reached Riccarton at 3.20 p.m. according to the record book of the station-master, or 3.14 according to the time bill of the guard, whose time is probably more reliable, on the 9th January, consisting of an engine and tender, five carriages, and a breakdown. It ran to its usual place at the south-east of the platform, and was detained there by the station-master for the arrival of the 12.30 train from Newcastle, with which it had to interchange passengers; but which did not arrive, according to the station-master, until 3.48, 37 minutes late. The 6 a.m. local goods train from Hexham (on the Border Counties line) had reached Riccarton at 3.2, three hours and thirty-two minutes late, after having been detained for want of the train-staff, by the 8.10 a.m. goods train from Edinburgh to Newcastle; but the above 12.30 p.m. passenger train from Edinburgh had (though it arrived after the goods train) proceeded to its place at the platform before the driver of the goods engine could, after shunting his waggons on the west of the main lines, get to the turntable, his only road to which was along the platform line occupied by the Edinburgh train.

The station-master was naturally anxious that the goods train, already so late, should be ready to return to Hexham as soon as the single line was cleared for it by the arrival of the passenger train, then over-due, for which the train from Edinburgh to Carlisle was being detained; and he ordered the guard of this Edinburgh train to set his train back into the standing place of the Border Counties passenger train, so as to allow the goods engine to run down to the turntable. The goods engine, standing on the second line from the platform, was then so near the passenger train that the station-master directed the fireman, who happened to be upon it, to move northward, sufficiently far from the points to let the passenger train run clear of it on the platform line. The fireman moved as directed, the passenger train was set back, and two or three carriages had passed through the points when the goods engine ran back upon the passenger train. A hole was made in the tender of the goods engine, two of the passenger carriages were damaged and thrown off the line, and one passenger was injured. The other passengers were, fortunately, most of them on the platform.

The driver of the goods-engine, who had found that the passenger train was in his way, and would prevent him from getting to the turntable, and who had heard that the Border Counties passenger train was reported by telegraph to be 40 minutes late, had gone away, after oiling his engine, to his home, about 60 yards distant, to eat his dinner. He told the fireman, as he left him, not to move the engine until his return; but in entering his house he heard a whistle from the engine, and on looking round he saw that the above described collision had occurred.

The fireman, Thomas Cole, had previously acted half a dozen times in that capacity, but was doing duty as a regular fireman for the first time. On being directed by the station-master to move his engine forward (northward), to allow the passenger train to set back, he turned on his steam; and he shut it off again, and applied his break, when he was ordered to stop. He then, as he thought, "to make it more safe," reversed the engine, and found to his surprise that it moved back against the passenger carriages. He tried to push his reversing lever over again into forward gear; but it flew back, and forced him backward on the tank of the tender; and he could not then recover himself in time to be of any use. It appears that the steam which remained in the cylinders when the engine was brought to a stand on a rising gradient was sufficient to set the engine in motion down again towards the carriages when it was reversed.

This, the principal cause of the collision, was clearly accidental; but the necessity for setting back the passenger train from Edinburgh from its own standing place to the standing place of the over-due Border

Counties passenger train, in order to allow the goods engine to proceed to the turntable, was incidental to the defective construction of the station. I am happy to learn that this is the first collision that has occurred at the Riccarton Junction since it has been opened for traffic, but I fear that as the traffic increases the want of better arrangements is likely to make itself more clearly manifest.

I am, &c.

W. D. Fane, Esq.,
Board of Trade,
Whitehall.

H. W. TYLER,
Capt. R.E.

SIR,

Edinburgh, 17th March 1866.

IN compliance with the instructions contained in your minute of the 26th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 18th January last at Bathgate on the Monklands section of the North British Railway.

This station is 19 miles from Edinburgh, and 10 miles from the Ratho Junction with the Edinburgh and Glasgow Railway. Three passenger trains arrive at and depart from it together daily between 8.15 and 8.45 a.m., from Edinburgh, Airdrie, and Morningside; two passenger trains between 1.30 and 2 p.m.; and three passenger trains between 5.15 and 5.45 p.m. But there is only one platform, 80 yards long, for their accommodation. The station is, as it were, on a branch, which joins the main line about 200 yards from the station buildings, there being a pointsman's hut 150 yards from the end of the platform. The mineral traffic past this, the Bathgate Junction, is very heavy, entailing constant shunting past the above hut. And of the above passenger trains, the train from Edinburgh, which runs into the station engine-first is backed out on its departure from Morningside; the train from Morningside is backed into the station, and runs out engine-first for Edinburgh; and the train from Airdrie is backed in on its arrival, and out on its departure. There are no signals between this junction and the station, or at the station; but there is a distant signal from the junction towards Edinburgh; and there are a distant signal and telegraph towards the Polkemmet Junction, half a mile distant, where the lines diverge towards Morningside, Coatbridge, and Slamannan.

On the 18th January there were three passenger trains in the Bathgate station at 5.30 p.m. as usual; and at 5.35 the Airdrie train was pushed out, according to practice, by the engine of the Morningside train. That engine then returned to the station, while the Airdrie engine, coming from the turntable, was attached to its train. But the Morningside engine had not pushed the carriages back through the junction with the main line; and the Airdrie engine was obliged to do so before starting forward with them for the Polkemmet Junction; and some extra delay was thus occasioned. The pointsman went to the junction points, which are about 50 yards beyond his hut, and held them for the Airdrie train to pass towards the Polkemmet Junction. While he was engaged in holding them, and signalling with his hand-lamp to the Airdrie engine-driver that all was right for him to go away, and when the last carriage of the Airdrie train was on the points, the Morningside train, backing after it out of the station, came into collision with it. The pointsman, whose attention was taken up with the Airdrie train, did not see the Morningside train until it was passing his hut, and just before the collision.

It was quite dark when this occurred. The engine driver of the Airdrie train, who had four carriages and a van attached to his engine, did not see the Morningside train before the collision. The driver of the Morningside train, who was pushing five carriages and a van before him, was looking over the side of the engine towards his right, while his fireman was looking over towards the left. He saw no

signal at all himself, but his fireman called to him to stop, and he shut off his steam and reversed his engine before the collision. The guard of the Morningside train stood on the step of his van as the train backed out of the station. He could not see anything of the pointsman, but he saw a light from the break-van of the Airdrie train as he approached it. He jumped off his van, turned the red glass on his hand-lamp, waved it towards his engine, and called out to the driver to stop. It was this guard's lamp that the fireman had seen when he warned the driver just before the collision.

Two wheels of a carriage in the middle of the Airdrie train were thrown off the line. The break-van of the Morningside train had a panel and a lamp-holder broken. One passenger was slightly injured.

The station-master started the Morningside train at 5.40, five minutes after the Airdrie train, under the belief that the latter had been gone long enough to get out of the way, which would probably have been the case if the Morningside engine had pushed it back to the main line in the first instance.

It appears that signals and a locking apparatus were ordered for this Bathgate Junction some time since; and a semaphore post for four arms, as well as the necessary apparatus, were even sent to the spot twelve months ago. It is desirable that the stage and the signal arrangements, with the means of working all the points from the stage, and intercommunication between the Bathgate Junction and the Station, should be completed as soon as possible, as well as that the Bathgate Station should be entirely remodelled, that suitable accommodation may be afforded for the important and increasing traffic which it is required to accommodate.

I have, &c.

W. D. Fane, Esq.,
Board of Trade,
Whitehall.

W. H. TYLER,
Capt. R.E.

SIR, *Newcastle-on-Tyne, 20th March 1866.*

IN compliance with the instructions contained in your minute of the 26th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 23rd ultimo on that part of the Monklands section of the North British Railway which lies between Avonbridge and Slamannan.

The Avonbridge Station is 24 miles from Edinburgh, $4\frac{1}{2}$ miles from Bathgate, $3\frac{1}{2}$ miles from Slamannan, and 6 miles from the Manuel Junction.

The 4.30 p.m. passenger train from Airdrie and Slamannan reached Avonbridge in due course on the afternoon in question about 5.25; but the engine-driver reported to the station-master that he was unable to take the train forward. The station-master therefore sent a mineral engine, which was standing at the station, with the passenger carriages to Manuel Junction; and he allowed the passenger driver to run back towards Slamannan to search for a pin or bolt which was missing from his engine.

There is a single line only between Avonbridge and Slamannan, which is worked by telegraph with the instruments of Mr. Tyers, and his usual printed code of regulations. And the Avonbridge station-master, after sending the passenger engine back towards Slamannan, gave five beats on the bell for "obstruction," turning the black needle at Slamannan to "train on line." Slamannan repeated the five beats for acknowledgment, and kept his red needle at "line clear." The line was then blocked from Avonbridge, for some cause, of which Slamannan knew nothing; and the block could only be properly removed again by Avonbridge.

About 6.30 p.m. an engine approached Slamannan from Mossley on the west, to go three quarters of a mile towards Avonbridge, to the Strathavon siding;

and the Slamannan station-master, finding the "block" still on his instrument, feared that Avonbridge might have forgotten to remove it. He therefore gave one beat (according to the note of Rule iii. of his Code) to ask if such was the case; and Avonbridge acknowledged with one beat in reply, still, however, leaving the black needle at Slamannan at "train on line." Slamannan then sent one beat a second time, and Avonbridge replied with one beat, removing the black needle this time to "line clear." Slamannan understood by this that the obstruction was removed, and proceeded to give five beats, to start his engine to the Strathavon siding in the usual way. But learning afterwards from the engine driver that he did not require to go to the siding again that night, he removed the obstruction signal; and he received the signal for a passenger train from Avonbridge about 6.38, in the usual form.

I have here followed the evidence of the Slamannan station-master, which differs to some extent from that of the Avonbridge station-master. The latter states positively that he received the five beats from Slamannan, for obstruction, and that the obstruction was again removed before he turned Slamannan's black needle to "line clear;" and that he was thus led to believe that the passenger engine had reached Slamannan. In any case, he acted as if he thought it had done so, inasmuch as he signalled the passenger train away on his instruments, and started it with the mineral engine towards Slamannan, while the passenger engine was still between him and that station. He told the mineral driver, however, how long the passenger engine had been gone, and instructed him to keep a sharp look-out for it in case it should not have reached Slamannan.

The driver of the passenger engine had observed, in the first instance, on his way from Slamannan, when he turned on his steam at a mile and a quarter from Avonbridge, that only one side of his engine was working; and he had seen, in walking round the side, that the pin had dropped out from its right valve spindle. He ran forward, working with one cylinder, to Avonbridge, and told the station-master that he could not go further, but that he would go back to search for the pin while the mineral engine took the train on to the Manuel Junction. The fireman and a greaser were sitting in front of the engine, looking for the pin, as he went slowly back towards Slamannan; but there was snow on the ground, and they were unable to find it. He went about two miles and a half, and he also tried to insert other pins which he had on the engine; but he could not find anything to fit his valve-spindle. He turned at length to run back towards Avonbridge; and in running through a cutting with a curve at each end of it, about a mile from Avonbridge, he saw the sparks of the mineral engine in the distance. He did what he could towards pulling up, and had nearly brought his engine to a stand when the collision occurred. He was traveling tender first, and the buffer beam of his tender was broken by the shock.

The mineral engine was also travelling tender first, with two carriages and a break van behind it. The driver was running at a speed of 12 miles an hour according to his own account, or 15 miles an hour according to the evidence of the guard, when he saw the lights of the passenger engine before him. The guard states that he had not time to apply his break after hearing the engine whistle, before the collision. The buffer beam of the tender was knocked off, and a hole was made in the tank. Four passengers were slightly injured.

This collision appears to have been caused by a misunderstanding on the part of the Avonbridge station-master of the signals made to him from Slamannan, arising, however, from his own mistake, and not from any want of proper working by the Slamannan station-master. It confirms what I have frequently had occasion to point out with reference to these instruments of Mr. Tyers, namely, that in order to avoid misunderstanding in exceptional cases, those

who are expected to work them should also be provided with speaking instruments. If Avonbridge had been able to inquire of Slamannan on a speaking instrument, whether the passenger engine had gone forward to that place, he would hardly have sent the passenger train towards Slamannan without adopting that precaution. But I consider, myself, that the train-staff system is, upon the whole, safer than any

telegraph system; and I recommend, either that this portion of railway be worked by train-staff and ticket, or, if the traffic be too heavy to admit of such mode of working, that it be laid with a double line of rails.

I have, &c.

W. D. Fane, Esq.,
Board of Trade,
Whitehall.

H. W. TYLER,
Capt. R.E.

SOMERSET AND DORSET RAILWAY.

Board of Trade
(*Railway Department*),
Whitehall, 9th February 1866.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Somerset and Dorset Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the Somerset and Dorset Railway near Wimborne Junction, on the 11th ultimo.

I have, &c.

W. D. FANE.

The Secretary of the
Somerset and Dorset
Railway Company,
Glastonbury.

Board of Trade
(*Railway Department*),
Whitehall, 7th February 1866.

SIR,

I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 17th ultimo, the result of my inquiry into the circumstances which attended the collision that occurred on the 11th ultimo between a passenger and a goods train proceeding in opposite directions, on the single line of the Somerset and Dorset Railway between Blandford and Wimborne, when three servants of the Railway Company were seriously, and three passengers were slightly injured.

This collision occurred within about three quarters of a mile of Wimborne Station on the Dorchester branch of the London and South-western Railway, and half a mile from the Wimborne Junction. It happened on the afternoon following the night on which there was a very heavy fall of snow, accompanied by a severe storm, the effect of which, on the Somerset and Dorset Railway as on many other lines in the south of England, was to blow down the posts supporting the telegraph wires, and to interrupt entirely all telegraphic communication along parts of the line. According to the company's regulations the traffic on this single line is worked with the assistance of the electric telegraph and on the block system, so that no two trains are permitted to be on the line between two adjacent stations at one and the same time; the particular stations where trains proceeding in opposite directions are directed to pass each other are clearly stated in the company's service time tables, and no change is permitted to be made in the passing places, except by the Company's superintendent stationed at Glastonbury, by means of a telegraphic message.

The effect of the interruption of all telegraphic communication on the Somerset and Dorset Railway was to cause many trains to be greatly delayed, and the absence of any telegraphic communication prevented any change being made in the usual passing places, as prescribed by the service time table, by the superintendent at Glastonbury.

The company's book of regulations, however, fully provides for this exceptional condition of things, as rule X, page 24, states that "should both telegraphs

"be out of order, no train shall be permitted to pass the crossing place fixed by the time bill, until the train it is appointed to meet shall arrive at such crossing place, or unless and until a message in writing, signed by the station agent, shall have been forwarded by special messenger from station A to station B to ascertain that the line is clear, and a written answer has been received by station A from station B that the line is clear and that the train may proceed."

Now it so happened that the 1.0 p.m. up train from Burnham to Poole, which is appointed to leave Blandford for Wimborne at 3.25 p.m., did not reach Blandford until it was time for the short up train from Blandford to Wimborne to leave according to the service time tables at 5.25 p.m. But this short train is not authorized to leave Blandford for Wimborne until after No. 13 down goods train, due at Blandford at 4.25 p.m., had arrived. And it is stated, that the Blandford station master (Mr. Tovey) immediately before the 1.0 p.m. train from Burnham arrived at the station, determined to couple the 5.25 p.m. up train to the 1.0 p.m. up train, and to send them forward as one train; and the pointsman on duty says that he went down to the engine shed with one of the porters for the purpose of bringing the 5.25 p.m. up train out, in order that it might be coupled on to the 1.0 p.m. train; but that on reaching the engine shed they could not find either the driver or fireman; and the pointsman says that he then went back and told this fact to the station master, who was then standing opposite to the break van next the engine, and the station master then told the guard of the 1.0 p.m. train, that he was to tell Mr. Ingelthorp, the London and South-western station master at Wimborne Station, "that he was to keep the down goods train at Wimborne until the arrival of the 5.25 p.m., as he was going to start the 5.25 five minutes after the other (the 1.0) train." Mr. Tovey is said to have repeated this message more than once; and the guard is stated by some of the parties present to have repeated the words and by others to have replied that he perfectly understood that he was to tell Mr. Ingelthorp to keep the goods train until the arrival of the 5.25 p.m. train. There does not appear to be any doubt that words to this effect were made use of by the Blandford station master, Mr. Tovey, when speaking to the guard of the 1.0 p.m. train as one of the witnesses called to support the guard's statement, the guard of a ballast train, admits that he heard them, but denies that the guard made any reply as "he paid no attention and he was busy with his work," and he adds that after a pause of about a minute Mr. Tovey said "Let the trains cross in their right course," and then he says the guard of the 1.0 p.m. train was paying attention. The guard denies having been told to tell Mr. Ingelthorp to keep the down goods train until the 5.25 p.m. had arrived, but says he was told to tell him that the trains were to start in their regular course, and when the 1.0 p.m. train arrived at Wimborne station, Mr. Ingelthorp was only told by the guard that the trains were to go on in due course.

The station master's written statement is supported by the foreman porter, the pointsman, and partially by

the guard of the ballast train; while the guard's version of the affair is partially borne out by the guard of the ballast train and the fireman of the 1.0 p.m. train.

I did not see the Blandford station master, as he had been dismissed by the Directors of the Company, neither did I see the drivers of the 5.25 p.m. passenger or down goods trains, nor the guard of the 5.25 p.m. train as all were so much injured. I was informed that the medical attendant thought they should not be questioned. It also appears that the driver of the 5.25 p.m. train objected to proceed when directed to do so by the Blandford station master, as he said the goods train ought to arrive before they left, but he at last consented to do so when positively ordered by the station master to proceed, who told him that he had sent on a message to Wimborne Station for the goods train to stop there, until the 5.25 p.m. train reached that station.

The station master at Wimborne dispatched the down goods train towards Blandford immediately the 1.0 p.m. up train had arrived and he had received the message from the guard about 6. p.m., and no blame attaches in any way to him for so doing, as he was acting in obedience to the company's regulations, and in accordance with the message he had just received through the guard. The up and down trains thus sent forward on the single line respectively from Blandford and Wimborne came into contact with each other about half a mile from the junction, some 200 yards after the down goods train came out of a cutting. The two trains, if a sharp look out had been kept, could not have been seen at a greater distance from each other than some 500 yards. The 5.25 p.m. up train was slackening speed in order to pull up at the junction, but the goods train is stated by the guard to have been travelling at from 15 to 20 miles an hour when the collision took place. The 5.25 p.m. up train consisted of an engine and two carriages, and the down goods train of an engine, three waggons, and one passenger carriage. Neither of the engines were thrown off the line, but the two last waggons and the passenger carriage in the goods train were thrown off the line. The two engines were a good deal damaged

as the cylinders, buffer beams, and buffers were all broken, the outside and inside frames bent, &c. The tenders also were a good deal damaged, and the passenger train is said to have been forced back somewhere about 80 yards. Fortunately there were only three passengers in this train, as the bulk of the passengers from Blandford to Wimborne had been sent forward by the 1.0 p.m. up train.

With respect to the causes which led to this collision there can be doubt whatever that it resulted from the act of the Blandford station master in not complying with the company's regulations, in directing the 5.25 p.m. up train to follow the 1.0 p.m. up train, before the down goods train No. 13 had reached Blandford. No doubt he was anxious to get the line into fair working order again, and to allow the trains to run nearly to their proper time. He would have acted very properly if he had coupled on the 5.25 p.m. to the 1.0 p.m. train, but not having done so, and still wishing to send the 5.25 p.m. train forward after the 1.0 p.m. train had left, he should at least have sent a written message by the guard of the train, requesting the Wimborne station master to keep the down goods train until the 5h. 25m. had reached Wimborne. Even this would have been irregular and in opposition to the company's regulations, which are clear and explicit, but it is most probable that it would have prevented the collision from taking place. I do not pretend to say whether the Blandford station master, Mr. Tovey, did give the message to the guard of the 1.0 p.m. train to which I have referred, so as to be heard and understood by the guard or not. The weight of evidence is somewhat in favour of his having done so; but at all events, he should have done something more, so that there might be no mistake, viz. to have sent a written message.

I should only add that it is very undesirable to attach passenger carriages to goods trains, which appears to have been done to No. 13 down goods train from Wimborne.

I have, &c.

*The Secretary of the
Board of Trade,
(Railway Department).*

W. YOLLAND,
Colonel.

SOUTH-EASTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 20th Jan. 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the South-eastern Railway Company, the enclosed copy of the report made by Capt. Rich, R.E., of his inspection of the Spa Road Station of the South-eastern Railway, pursuant to a minute of this Board of the 5th inst., and in which he refers to the fatal accident that occurred to a female passenger at that station on the 7th inst.

My Lords trust that the new station, which Capt. Rich informs them is in course of construction, will be completed in accordance with the Board of Trade requirements as early as possible, and that during the progress of the works the precautions recommended by Capt. Rich for ensuring the safety of the public will be observed.

I have, &c.,

*The Secretary of the
South-eastern
Railway Company.*

W. D. FANE.

*Board of Trade,
(Railway Department),
Whitehall, 16th Jan. 1866.*

SIR,

WITH reference to the complaint which has been addressed to the Lords of the Committee of Privy

Council for Trade, relative to the dangerous state of the Spa Road Station on the Greenwich line, I have the honour to report that, in compliance with your minute of the 5th instant, I inspected the station referred to on the 10th inst.

It consists of a platform 105 yards long, which is 8 ft. 8 in. broad at the widest part, and narrows gradually to 7 ft. 9 in. at each end.

In the centre of the platform there is a well hole, 18 ft. long by 4 ft. 8 in. broad.

The only access for passengers to, and from the platform, is by stairs in this opening, which reduces the platform, to 2 ft. wide at each side of the stairs.

Cast-iron columns, to carry the roof, are placed at intervals along the centre of the platform.

There are no station buildings; but there is a signalman's box at the end of the platform.

One line of rails (the one now used as the up line from Greenwich to London) is situated on the north of this platform. The rails now used as the down line to Greenwich, and for the North Kent down traffic, are situated at the south side of the platforms adjacent to it. There are four other lines of rails on the south side of the Spa Road platform.

The two centre ones are the original Greenwich lines. They are now used (the one next to the down Greenwich line) as the North Kent up line, and the other as the line for the main down traffic of the South-eastern Railway, and for the traffic of the London, Brighton, and South Coast Railway.

The line for the South-eastern main up traffic and for the traffic of the London, Brighton, and South Coast Railway, is next to the last on the south side, and the most southern of the whole six lines, is used for the traffic up to London from Croydon, and for the Crystal Palace traffic.

The Spa Road Station, in its present state, is most inconvenient and dangerous, and does not appear, to admit of any beneficial alteration.

I was informed that no accident had happened there till the night of the 7th inst., when a woman, who is supposed to have alighted from the Greenwich train, is said to have jumped from the east end of the platform, just before the 9.30 p.m. North Kent down train ran through the station. She was struck by the engine and killed on the spot, whilst one of the station porters was endeavouring to drag her off the line.

I think it probable that the woman missed seeing the steps leading from the platform, and was making

her way towards the signal hut, at the end of the platform, thinking it was the way out, and accidentally stepped off the platform and fell on to the rails.

The South-eastern Railway Company have made considerable progress, with the building for a new station at Spa Road, and propose having a platform 15 ft. wide for the up and the down Greenwich lines.

I would suggest that the South-eastern Company be urged to complete the new station at Spa Road as soon as possible, and in doing so, to take care to comply with the regulations of the Board of Trade, with which the present platform is so much at variance, and in the meantime that the station master and porters at Spa Road receive special instructions to look carefully after passengers getting out of the trains.

I have, &c.,

*The Secretary of the
Board of Trade
(Railway Department).*

F. H. RICH,
Capt. R. E.

SOUTH-EASTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 17th February, 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the South Eastern Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the fatal accident which occurred to R. Kennett, on the 11th ultimo, at the Belvedere Road signal box, near the Charing Cross Station.

My Lords trust that the Directors will adopt Captain Rich's recommendation with respect to an alteration in the relative position of the rails of the siding he refers to, and the posts and struts of the signal box.

I am, &c.

W. D. FANE.

*The Secretary of the
South-Eastern
Railway Company.*

SIR,

Dulwich, 14th February, 1866.

IN compliance with the instructions contained in your minute of the 27th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 11th January 1866, at the Belvedere Road signal box, near Charing Cross Station of the South-Eastern railway, when Richard Kennett (fireman) received such injuries, that he died on the 21st. ultimo.

On the arrival of a train from Beckenham, at 9.30 p.m. on the 11th ultimo, the driver, George Crewe, was ordered to be in readiness, to return with a train to Strood, at 10.50 p.m. if the driver of the up train from Strood, which was due at 9.50 p.m., did not arrive in time.

George Crewe accordingly, took his engine across to the Belvedere signal box. The siding where the ash-pits are, and off which the road to the turntable is taken, runs directly under the Belvedere signal box.

After turning the engine, Crewe ran her under the signal box, to the ash-pit just beyond, to remain there till he was wanted.

The Strood up train, which, in consequence of the snow, was expected to arrive too late for the same

driver to return with the 10.50 p.m. down train to Strood, arrived in sufficient time, and the driver, Frederic Wilton, brought his engine to Belvedere to turn and get it ready to return with the 10.50 p.m. train.

This driver, after placing his engine on the turntable, got off, to speak to Crewe, who was in the act of starting with his engine, to return to Charing Cross station. He heard him ask his unfortunate fireman, (who had been under the engine for the purpose of oiling it,) if he was "all right," to which the latter replied in the affirmative. A moment afterwards, he heard the fireman moaning on the ground.

The latter must have been in the act of getting on to his engine, as it passed under the signal box; he was knocked down, and the engine wheel passed over his feet. He died on the 21st ultimo from the injuries he received.

The signal box is elevated on four timber posts, which are 12 inches square. There is one post at each angle, and angle struts from the posts to the horizontal cross ties. The rails of the siding leading to the ash-pits, which pass between these posts, are not at equal distances from them. The distance of the rail from the pair of posts at one side is barely three feet, and the vertical rods working the points are three inches nearer to this rail.

The distance of the rail from the pair of posts at the other side, is 5 feet 6 inches.

Judging from the evidence given to me, as well as from the position of the posts, rods, and struts, I am of opinion that the fireman struck his shoulder against one of the posts of the Belvedere signal box, or against the rods by which the points are worked, and was knocked off the steps, as he was getting on to his engine.

I recommend, that the siding under the Belvedere signal box, which leads to the ashpits and is used as a place for engines to wait, be moved to a position exactly central between the posts supporting the signal box. The struts cannot then interfere, unless with a very tall man, standing on one of the springs or on the fender plate where it is raised over the wheels, but I would suggest their being also raised.

I have, &c.

*The Secretary
Board of Trade,
Whitehall.*

F. H. RICH,
Capt. R.E.

REPORTS
OF THE
INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT
TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,
UPON
CERTAIN ACCIDENTS
WHICH HAVE
OCCURRED ON RAILWAYS

During the Months of February, March, and April

1866.

(PART SECOND.)

Presented to both Houses of Parliament by Command of Her Majesty.
1866.



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BRISTOL AND EXETER RAILWAY.

Board of Trade
(*Railway Department*),

Sir, 26th April 1866.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Bristol and Exeter Railway Company, [London and South-Western Railway Company], [Exeter and Crediton Railway Company], the enclosed copy of the report made by Colonel Yolland, the officer appointed by their Lordships to inquire into the circumstances connected with the accident which occurred on the 17th February last to a London and South-Western Railway Company's narrow-gauge passenger train, from getting off the rails at the junction of the Bristol and Exeter and Exeter and Crediton Railways at Cowley Bridge.

My Lords will be glad to receive, as early as possible, any observations which the Directors may have to offer thereon.

I am, &c.

The Directors of the
Bristol and Exeter
Railway Company;
London and South-Western
Railway Company;
Exeter and Crediton
Railway Company.

Board of Trade
(*Railway Department*),
Whitehall, 13th April 1866.

Sir,

I have the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of 24th February, the result of my inquiry into the circumstances which attended the accident that occurred on the 17th February on the Bristol and Exeter Railway, when a London and South-western Railway Company's narrow-gauge passenger train partly got off the rails at the Cowley Bridge Junction about 7 p.m. Fortunately no persons were injured, but the rolling stock sustained some damage.

It appears that as the 4.50 p.m. up train from Bideford to Exeter, which consisted of an engine and tender, one third-class, one first-class, two second-class carriages, and one break van, was passing from the up to the down line, by the cross-over road which connects the single line of the Exeter and Crediton Railway with the down line of the Bristol and Exeter Railway, the engine and one of the carriages suddenly left the rails, and, passing along the six feet space, stopped in about 55 yards, under the bridge that carries the turnpike road over the railway at Cowley Bridge.

The train had previously been brought almost to a stand-still on the opposite side of the river Exe, on the Exeter and Crediton Railway, in accordance with the usual practice; so that it was not travelling fast when the engine left the rails; and as the ground was soft, in consequence of recent repairs to the line, rendered necessary by some damage which had been done by floods that had occurred a short time before, the engine sank deep into the ballast; and that will account for its running so short a distance after it got off the rails.

On examination afterwards a guard or check rail 16 feet in length, placed inside the left rail of the cross-over road, and forming a portion of the total length of guard rail of 41 feet, was found to have been entirely forced off, and lay on its side; and the fixed point of the crossing had been struck by the flange of the right wheel, as it passed on the wrong side of the point on the outside of the curve,

which it was enabled to do as soon as the guard rail gave way, and yielded to the side pressure of the wheel of the engine as it passed along the sharp curve. This guard rail had been fixed to eight iron plates, secured to the longitudinal timbers that carry the rails by fang bolts, by means of 14 bolts riveted below the under-sides of the plates.

The iron plates remained undisturbed, embedded in the longitudinal timbers, but the hammered heads of the whole of the rivets had been stripped off. Nine were subsequently collected, and of these only three appeared to have been recently stripped off. No traces could be discovered of any wheel being off the rails before the crossing was reached, and no mark could be seen on the guard rail of its having received any blow. It appears, in fact, to have been gradually forced off by the lateral pressure of the wheels, and not to have all been done by the passage of this train. It had only been put in its place in the middle of the previous November, and either the quality of the iron could not have been good, or the workmanship must have been in fault.

I do not consider that any blame is attributable to the platelayers, as they could not see that the heads of the rivets had any of them been stripped off. But I think it is a question deserving of consideration whether these rivets should not in future be on the upper side of the iron plates, instead of being below them, and thus entirely covered up.

There is a sensible difference in the thickness of the flanges of the engines belonging to the two Railway Companies, the Bristol and Exeter having the broadest flanges, and that Company also adopt a wider space between the side of the rail and the side of the guard rail than the London and South-western Railway Company; one Company using a space of $1\frac{3}{4}$ inches, and the other a space of $1\frac{1}{2}$ inches.

The engine which drew the passenger train was a six wheeled four wheels coupled engine, with the leading wheels of 4 feet in diameter, and the coupled wheels of 6 feet 6 inches in diameter, 17-inch cylinders, and 22 inches length of stroke;—the distance between the centres of the leading and driving wheels being 6 feet $2\frac{1}{2}$ inches, and 8 feet between the driving and trailing wheels.

The distribution of the weight of the engine is as follows:—

			tons.	cwts.
On the leading wheels	-	-	11	0
„ driving „	-	-	12	0
„ trailing „	-	-	10	10
Total	-	-	33	10

This engine had been working 14 months on the line previous to this accident occurring.

The gauge of the line was stated to be 4 feet $8\frac{1}{2}$ inches, and that it had about 2 inches of cant. The curve at the part where the engine got off has a radius of about $12\frac{1}{2}$ chains; and there is no doubt that, owing to the sharpness of the curve, the narrow-gauge engine could not be kept on the rails, except by means of the guard rail; and when that failed and gave way, the engine got off, and was followed by one of the carriages.

The engine had both life guards and the cylinder cocks broken, and the right leading spring was also broken, the fractures being recent and evidently caused by the engine getting off the line. The flap of the foot-plate was bent, and the front buffers of the tender were broken.

I had occasion, in reporting upon a similar accident which occurred at the same junction on the 24th August 1859, when a Bristol and Exeter broad gauge engine mounted the guard rail, and subsequently, with

some of the carriages, got off the line, and caused serious injury to several persons, to point out that the Exeter and Crediton Railway had not been permitted to remain in the state in which it was, when inspected and authorized by the Commissioners of Railways to be opened for public traffic, inasmuch as the line had been altered by the substitution of a single for a double junction, and the introduction of a curve of about 14 chains radius, instead of one of 26 or 30 chains, which was made use of in constructing the double junction. I remarked, at the same time, that these alterations materially increased the danger to the public travelling on the Bristol and Exeter and Exeter and Crediton Railways; and suggested, that, if any means existed, the Exeter and Crediton Railway Company should be compelled to restore their line to the state in which it was when inspected and authorized to be opened for public traffic.

Their Lordships did not then deem it expedient to take legal measures to compel the Exeter and Crediton Railway Company to restore their line to the condition in which it was when first opened for traffic; and the Exeter and Crediton Railway Company represented that certain alterations, which were to be made, would remove any cause of danger at that part of their Railway. This representation has not, however, been fulfilled, as another accident has now occurred at the same spot,—fortunately unattended with injury to any person,—due, in the first instance, to the giving way of a guard-rail, and not actually occurring on the Exeter and Crediton Railway, but on the cross-over road for connecting the Exeter and Crediton line with the down line of the Bristol and Exeter Railway; but

which accident could not have occurred at all, except for the alteration from the double to the single line, as no such curve of 12½ chains radius, and curving to the left, would have been in existence, except for that alteration.

I have, therefore, again to suggest, notwithstanding the absence of any precedent for doing so, that in the event of the Exeter and Crediton Railway Company declining to restore the line to the condition in which it was when first opened for traffic, means should be adopted for abating the danger to which the public are continually exposed in passing over this junction, and for which no parliamentary sanction exists.

I understand that the Bristol and Exeter Railway Company, who are part owners of the Exeter and Crediton Railway to the extent of two fifths of the capital, are willing to concur in this alteration being made, but that the decision finally rests with the London and South-western Railway Company; and, looking at the extension of their system westwards beyond Exeter, I trust that they will now see the necessity of removing this cause of danger.

It is a question, moreover, for their Lordships consideration, whether, while such an unnecessary cause of danger is permitted to exist, their sanction should continue to be given to any of the cheap train arrangements for trains passing over the Exeter and Crediton Railway.

I am, &c.

*The Secretary of the
Board of Trade
(Railway Department),
Whitehall.*

W. YOLLAND,
Colonel.

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 9th April 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Col. Yolland, of his inquiry into the causes connected with the collision which occurred between two engines near Middleton Junction on the 19th ultimo.

*The Secretary of the
Lancashire and Yorkshire
Railway Company.*

I am, &c.,
J. E. TENNENT.

*Board of Trade
(Railway Department),
Whitehall, 31st March 1866.*

SIR,

I HAVE the honour to state for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 24th instant, the result of my inquiry into the circumstances which attended a collision that occurred on the 19th instant between two empty engines near Middleton Junction, on the Lancashire and Yorkshire Railway, when the driver, W. Bate, of the leading engine was killed, and the firemen of both engines were badly, and the driver of the following engine was slightly, injured.

The Oldham Branch of the Lancashire and Yorkshire Railway joins the main line at Middleton Junction, and there is a loop siding lying east of the junction and south of the up main line from Rochdale to Manchester, which is connected with the up main line by a pair of facing points at the junction, and also by a pair of leading points, called the top points, situated about 480 yards nearer to Manchester than the junction.

The down distant-signal is about 460 yards west of the top points, and there is another intermediate down distant-signal worked from the junction, which is about 80 yards west of the top points.

Some waggons, intended for Oldham, were standing in this siding on the early morning of the 19th instant, and the waggon nearest to the junction being a damaged waggon, the porter acting as pointsman at the junction went westwards to the top points to hold them open whilst an engine went into the siding to bring them out on to the up main line, in order that they might be shunted by a cross-over road on to the down main line; but before the engine brought the waggons out from the siding, the pointsman turned on the up and down distant signals to "danger," by which the cross-over road is protected.

The waggons were then pushed across to the down main line, the pointsman holding the points of the cross-over road, and then the engine was detached from the waggons, and returned by the cross-over-road to the up main line, for the purpose of proceeding towards the junction, along the up or wrong road, to another cross-over road lying nearer the junction, that the engine might be attached to the other end of the waggons and take them to Oldham.

Whilst the engine was shunting the waggons across from the up to the down line, the pointsman observed an engine advancing towards the junction on the down line from Manchester, and when the first engine returned from the down line and proceeded towards the junction, the pointsman turned off the down distant signal worked from the top points, and at the same time waved his hand lamp for the engine advancing towards the junction to come on. The pointsman thought this engine was just moving, and he ran towards the junction to be ready to hold the points for the engine with the waggons to pass on to the Oldham Branch.

The engine advancing towards the junction from the direction of Manchester was a tank engine on its way to Middleton Station for an early train to Middleton Junction, and the fireman states, that as they approached Middleton Junction they found both distant signals on at "danger" against them, and his driver shut off the steam and sounded the whistle, and then they saw a goods train thrown across the

down line from the up road; at which time they had just passed the first distant signal, and he then turned round and put on his break so as to diminish the speed, and saw another engine following them on the down line. He says they had not stopped at that time, but he told the driver to go on a little quicker, as there was another engine coming. He observed the driver with his hand on the regulator, and he states that they were still moving ahead when the other engine overtook and ran into them, somewhere about 5 a.m. He says that his engine carried a white light in front, and a red light behind; that he lit both lamps himself, and that they were both burning well when they left Miles Platting. His testimony is confirmed by the pointsman as to the white light in front, but it is contradicted by the driver and fireman of the following engine, who assert that there was no light at the tail of the leading engine.

The driver of the following engine, which was on its way to Oldham to bring an early train from that place, signed the books at the Locomotive Shops at Miles Platting at 4.45 a.m., at which time his engine was ready to start. He was late that morning, as he had overslept himself, the proper hour for leaving being 4.30 a.m., and he states that the first distant signal stood at "all right" when he first came in sight of it, and that he never saw the other engine at all until he ran into it, at a speed which he and the fireman estimated at 8 or 9 miles an hour. He also states that the collision took place two or three minutes after five o'clock, and as Miles Platting is about $3\frac{1}{2}$ miles from the spot at which the collision occurred, it is quite certain that he must have been travelling much faster than the rate he named. The driver of the leading engine had received a heavy

blow on the forehead and had his back broken, and he died before he could be taken to Manchester. He had been a driver for 18 years, and is described as being a steady, careful driver. The buffer beams of both engines were broken, and the buffers knocked off by the collision, which took place 180 yards inside the first and 200 yards outside the second or junction distant signal.

The collision was probably caused by the pointsman having taken off the first down distant signal before he ran back towards the junction, while the Middleton engine was still outside the junction distant signal, and which was thus left without any protecting signal behind it, except the light of the lamp behind, if it was still burning. Another man should have been available at the Middleton Junction for the performance of the signalman's duties. It cannot be considered as a part of the duties of a signalman at an important junction to be running upwards of a quarter of a mile from his post, holding points, and working other distant signals in order to cover shunting operations.

Again, an inspector should be present at the locomotive establishment at Miles Platting to see that all engines that leave are provided with the usual lights in front and rear, and that they are burning properly when they leave the station yard.

I am unable to say whether there was any light burning at the tail of the Middleton engine, as both lamps were smashed in the collision.

I have, &c.

W. YOLLAND,

Colonel.

*The Secretary of the
Railway Department,
Board of Trade.*

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 17th April 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade, to transmit to you, to be laid before the Directors of the London, Brighton, and South Coast Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred at the New Cross station of the London, Brighton and South Coast Railway, on the 31st ultimo.

*The Secretary of the
London, Brighton, and
South Coast
Railway Company.*

I am, &c.
W. D. FANE.

*Board of Trade,
11th April 1866.*

SIR,

IN compliance with the instructions contained in your minute of the 5th April 1866, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 30th March 1866, at New Cross station of the London, Brighton, and South Coast Railway.

Numerous special trains were run on that day (which was Good Friday) between the Crystal Palace and London.

One of these special trains travelling from the Crystal Palace to London Bridge was drawn up at the platform of New Cross station about 11.22 p.m. Whilst it was standing there another special train, which left the Palace a few minutes before 11, and which had stopped at Sydenham and Forest Hill, stations, to set down passengers, ran into New Cross station and came into collision with it.

The train that was standing at the platform, consisted of an engine and tender, two guard's break vans (one of which was at the tail of the train) and eleven carriages.

The light at the tail of this train had gone out, between Forest Hill and New Cross stations, and the guard was in the act of renewing it when his train was run into.

The train that ran into the one standing at the station, consisted of an engine and tender and 11 carriages. Two of these carriages had break compartments with guards in them, one guard being in the carriage next to the tender and the other in the carriage at the tail of the train. As this train approached New Cross station, the auxiliary as well as the station, signal were at danger. Under these circumstances it was the duty of the driver, to pull up outside the station, and not to enter the station, till he had received a signal to do so.

The driver of this second train, admits that he observed that both the auxiliary and station signals were at danger, and he states, that he pulled up, or very nearly so, outside the station, but that when he got within 100 yards of the platform, he looked forward, and believing that there was no train standing at the platform, he allowed his train to run slowly in.

The approach to New Cross station from the south is on a falling gradient of 1 in 100, which changes to a level gradient at the over bridge at the south end of the platform.

Owing to the lamp at the tail of the train which was standing at the platform having gone out, the driver of the second train did not perceive his mistake, till they got within 18 or 20 yards of the standing train.

The first thing that he noticed, was the reflection of a white light on the back of the van. He reversed his engine, put on steam, and desired his fireman to apply his break, but he could not prevent his engine,

from striking the hind van of the standing train, at a speed, which he estimates at about two miles an hour, but which judging by the effects, was probably three or four miles per hour.

The London, Brighton, and South Coast Railway in providing for such contingencies as lamps being extinguished, always have two ready at New Cross station to replace any that may not burn properly.

There were two such lamps at New Cross on the 30th ultimo, and one of them was handed to the guard of the train by one of the men on duty at the station.

The guard did not consider that the fresh lamp was very bright. He put it on the tail of his train and then opened it, and stood in front of it to prick up the wick. While he was doing so, a man shouted to him "to run, that the train would be into him." He did so, just in time to escape.

None of the carriages in either train, were knocked off the line, nor were either the engines or tenders.

Some of the glass windows of the carriages were broken. The bodies of three carriages were shifted on the frames, and the head stocks and pillars of the break vans were broken.

The standing train was knocked forward three or four carriage lengths.

About 50 passengers are known to have received cuts and bruises, but 100 have sent in claims for injuries. No bones were broken.

James Prevett, the driver of the second train, has been 26 years in the Company's service. He has been a driver for about 17 years, and for the last 14 he has been driving between London and Epsom, so that he knows the line thoroughly.

His only excuse for coming into New Cross station against the signals, and in direct disobedience of the Company's rules, is, that he has often done so before, when he saw that the platform was not occupied with another train.

As New Cross is the station for collecting the passengers' tickets, trains are constantly stopped outside the station, particularly on such holiday occasions as Good Friday. The rule of the Company is, that, after being stopped they shall enter by hand signal from the signalman, whose box is above the over bridge at the south end of the platform. Trains are so frequent, that it is not considered desirable that the signalman should lower his signal to admit them, unless when the line is clear at the time of their arrival.

It appears that a little laxity has crept in at New

Cross, owing to the great number of trains and the anxiety of all the servants of the Company to expedite them as much as possible.

The practice has been, consequently, that sometimes the signalman gives the hand signal to admit the trains, sometimes the station master, and sometimes the head porter, and it naturally follows, that frequently the drivers and guards depend on their own observation, and come in without a signal from any one.

James Prevett states that he has frequently done so before at New Cross station, and his practice appears to have been followed by others, but to have been confined to New Cross station.

Neither the signalman or station master have reported these disobediences of the Company's regulations, which they should have done if they had been aware of them, but they do not appear to have come directly under their notice, for the simple reason, that when trains come in, the station master could not see what the signal man was doing, nor the signal man what the station master was doing, and they therefore supposed, that one or other had given the hand signal calling in the train.

The present accident has been caused by a driver of great experience and bearing a most excellent character having gone on in direct disobedience of the signals, believing that he was able to judge for himself, instead of being guided by the signals and regulations of the Company he was serving.

I recommend that the London, Brighton, and South Coast Railway Company should provide the south signalman at New Cross station with some indicator or small signal for admitting trains to New Cross station after they have been stopped by the auxiliary or station signals, and that such small signal shall be visible to the station master or other person in authority on the platform.

If they think it necessary and desirable, the station master or platform superintendent may be furnished with the means of communicating with the signalman, but I think it essential that the responsibility of admitting trains to the station shall be placed under the control of one person only, and the most proper person appears to me to be the signalman.

I have, &c.

F. H. RICH,
Capt. R.E.

*The Secretary of the
Board of Trade,
Whitehall.*

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 29th May 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London, Brighton, and South Coast Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by their Lordships to inquire into the circumstances connected with the collision that occurred at the Caterham Junction Station on the London, Brighton, and South Coast Railway on the 30th ultimo.

I am, &c.

*The Secretary of the
London, Brighton, and
South Coast Railway Company.*

W. D. FANE.

*Board of Trade
(Railway Department),
Whitehall, 26th May 1866.*

SIR,

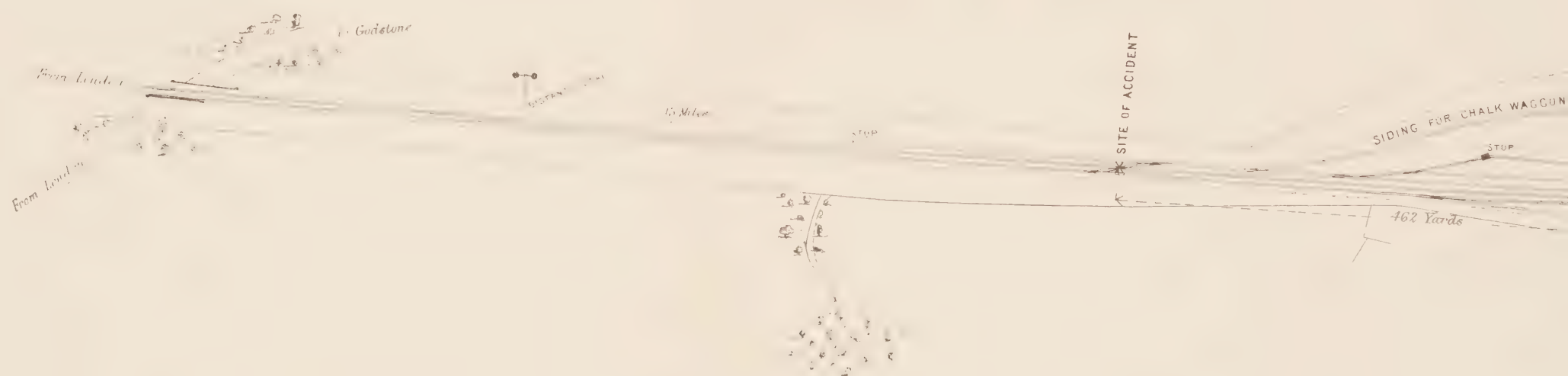
I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for

Trade, in obedience to your letter of the 2nd instant, the result of my inquiry into the circumstances which attended the collision that occurred on the 30th ultimo between a passenger and a ballast train at the Caterham Junction station of the London, Brighton, and South Coast Railway, when two passengers (Mr. and Mrs. Drew) and the head guard (W. Webb) of the passenger train were killed, and the fireman Charles Henry Beckwith was so much injured that he has subsequently died of the injuries he received, and about 36 passengers and the under guard of the passenger train were injured, some of the number very seriously.

Caterham Junction station is about 13½ miles south of London Bridge Station, on the main line of the London, Brighton, and South Coast Railway, where a branch line belonging to the South-eastern Railway Company leaves for Caterham.

The London, Brighton, and South Coast, and the South-eastern Railway Companies are owners of the line between New Cross and Red Hill stations. The northern portion of it, to a little south of Stot's Nest, 14½ miles from London Bridge, belongs to the London, Brighton, and South Coast Railway Company,

To accompany Colonel Yolland's Report dated 26th May 1866, on the Collision near the Caterham Junction Station of the London, Brighton & South Coast Railway.



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and the southern portion from near Stoa's Nest to Redhill belong to the South-eastern Railway Company, but the trains of the two companies run over the whole of this line as a road in common to both.

Caterham Junction station is situated rather more than a mile north of Stoa's Nest, and three miles south of Croydon, so that the collision occurred on a portion of the line entirely under the control and management of the London, Brighton, and South Coast Railway Company. The station is protected by station signals, and distant signals north and south of the station on the main line, as well as by the proper signals on the Caterham branch line; and the traffic on the main line is worked with the assistance of the electric telegraph, on the block system, under which no two trains are to be allowed on the same line between two telegraph stations at one and the same time.

There is, however, a ballast siding, which runs out of what is known as the long siding, lying north of the station, and east of the down main line, but close to it, from which a contractor has been engaged for some time past in taking away chalk for ballasting the company's South London lines, now fast approaching towards completion. The long siding is connected with the up main line by a through road, passing across the down main line, and by a pair of falling points placed about 495 yards north of the station signals, and signalman's box. The south end of the long siding is connected with the down main line by a pair of falling points placed opposite to the north end of the down platform.

On the evening of the 30th ulto. a train of 18 empty ballast waggons with two guards vans reached Caterham Junction station from London somewhere about 8.30 p.m., and it was at once shunted into the long siding, through the falling points just referred to, opposite the down platform. The engine was then uncoupled, ran ahead out on to the down main line at the station platform, and the head guard went to the signalman, and obtained the key of the pair of facing points which led by the through road from the long siding to the up main line, to enable the engine to get across to the ballast siding, and the loaded waggons to be taken from it, &c. Particular instructions had been issued with respect to these points which I shall specially refer to; but as soon as the key had been procured, the engine crossed over to the up main line, ran north to the falling points of the through road, and then crossed over the down main line into the long siding, having obtained the permission of the signalman previous to doing so. The engine then took out 18 loaded waggons from the ballast siding, and left the 18 empty waggons, which had been brought from London, in the ballast siding, to be loaded up with chalk; and the ballast train was then placed in the long siding, and made ready to leave for London. These operations occupied about 25 minutes, and the train is said to have been ready to proceed by a little after 9 o'clock.

The written instructions placed in the signalman's box dated the 28th June 1864 are as follows:

"NOTICE to the Signalman at Caterham Junction.

"The chalk siding north of Caterham Junction Station has been connected with the up main line by means of a through crossing over the down main line.

"The crossing being beyond the protection of the semaphore signals, the points have been locked, and the key placed in charge of the signalman at Caterham Junction, who must never on any account permit the crossing to be used without having first given the 'Stop all' or block signal by telegraph to Selsdon signalling station, and had it acknowledged in the usual way.

"The signalman on duty will be held responsible to see that the key is duly brought back to him after each time it is used.

"(Signed) M. G. DENVIL,
"for Traffic Manager."

I am informed that it was intended when this order was issued that every time that an engine or train went into or came out of these sidings from or on to the up main line, the key was at once to be brought back to the signalman; but I find that in practice, when fetched at the same time as on this occasion, it has not been brought back to the signalman after each entry or each departure, but has been retained till the night's work has been done, which sometimes is as late as 7 o'clock the next morning.

It also appeared that this particular up trip of the ballast train had always been made after the 6h. 50m. p.m. South-eastern up passenger train from Dover, due to pass Caterham Junction station at 9h. 36m. had gone by, and also generally after the 8h. 50m. p.m. South-eastern down goods train had passed, which is due there at 9h. 32m. p.m. The South-eastern 6h. 50m. p.m. up passenger train usually follows the Brighton 8h. p.m. up passenger train, which is appointed to pass Caterham Junction station at 9h. 20m. p.m.; but on this night it so happened that the 8h. p.m. train was not running to its proper time, and the South-eastern up train preceded it, and passed Caterham Junction station at 9h. 39m. p.m. only three minutes late.

I must not omit to mention that as soon as the ballast train had been got ready for starting about 9 o'clock, the engine-driver, fireman, and two guards belonging to it, left the station, and went to a beershop not far from the station to get some refreshments; and they say they returned to the station somewhere about 9h. 20m., the time when the 8h. up Brighton train is due to pass. Apparently while they were away, the ganger of the platelayers and the contractor went to the signalman, one after the other, and asked him when the ballast train would be enabled to get away, and was told by the signalman, "When these two trains have passed, or about 9h. 35m. p.m." The signalman explains that by these two trains he meant the 6h. 50m. p.m. South-eastern, and the 8h. p.m. Brighton trains.

The men belonging to the ballast train went down the steps at the side of the signalman's box on their way to the beershop, but returned by another route across the fields, and they got on to the up platform near its north end, having being absent, they state, about 20 minutes. The engine driver says, that they all then went to the ballast train, the fireman got on the engine, and he (the driver) walked back to the signalman's box, opened the door, and spoke to the signalman as follows: "The Dover (South-eastern) train is late to-night." The signalman answered "that it was;" and then he added, "As soon as it is gone, you will have a clear road to yourselves." The driver says that it was about 9h. 36m. when he spoke to the signalman; at which time, however, it must be remarked, the South-eastern train was not late. He then walked along the up platform towards his own train, and the South-eastern up train passed him just as he got back to his engine. On another occasion he stated that this train passed him at the further end of the platform, that he then walked on, and had just got on to his engine when the South-eastern down goods train went by, and when it was clear of the station he whistled, and he saw the signalman or a man come out of the signal-box, and wave his hand-lamp, showing a white light, two or three times; and the head guard of the ballast train answered the signalman, by waving his hand-lamp in return; that the head guard was leaning out of the van at the time, and he called out "All right, mate;" and the driver then moved his train ahead out on to the up main line, the ganger of the platelayers holding the points for the train to pass out. The two guards of the ballast train say that the driver left them on the platform, walking southwards to the signalman's box, while they went northwards to the ballast train, after they had got back from the beershop through the fields. But the fireman supports the driver's statement that he did not go back to the signalman until they had reached the ballast train. At all events, the engine driver's state-

ment, if it is to be depended on, would go far to show that, instead of being away 15 or 18 minutes, as he states, at the beershop, it must have been much nearer to half an hour.

But the whole statement is distinctly denied by the signalman, who says that the engine driver never came back to his box at all, nor asked him any question about the Dover train, and that he never told the engine driver anything about having a clear road, and in fact he never spoke to him. The signalman is equally clear that he heard no whistle from the ballast engine, and gave no hand signal to the driver of the ballast train to proceed.

He states that the South-eastern up passenger train due to pass his box at 9h. 36m. was telegraphed forward from Stoa's Nest at 9h. 37m., passed his box at 9h. 39m., was given on to the Selsdon telegraph station, north of Caterham Junction station, at 9h. 39m., and that directly this train passed he telegraphed its arrival back to Stoa's Nest; it was telegraphed back from Selsdon as having passed at 9h. 41m.; and he then pulled off his self-acting up distant signal, and lowered the up semaphore signal to "Caution;" that at 9h. 45m. Stoa's Nest gave three rings on the telegraph bell, which is the signal for an up Brighton train; and he then lowered his up semaphore signal to "All right," and the 8h. p.m. up train passed his box at 9h. 47m.; that he then heard the wire of the down distant signal break, but did not know there had been any accident. He adds that he had a South-eastern down goods train telegraphed forward to him from Selsdon at 9h. 37m. at the same time that the South-eastern up passenger train was telegraphed from Stoa's Nest; and the down goods train passed at 9h. 45m. at the time when the Brighton 8h. p.m. up passenger train was telegraphed forward from Stoa's Nest, and a Brighton down goods train was telegraphed forward from Selsdon at 8h. 47m.; just after the 8h. p.m. up passenger train had passed his box. There is no direct testimony corroborative of many parts of this man's statement; but the telegraph books kept by himself at Caterham Junction station, and those at Stoa's Nest and Selsdon, support it; and the evidence of the company's servants with the Brighton 8h. p.m. up passenger train confirm it in the most important points as regards the Caterham Junction up station and up distant signals being all right for that train to pass.

The 8h. p.m. Brighton up passenger train, consisting of engine and tender and 18 vehicles, including 4 guards break vans with 4 guards, had "All right" signals shown to it at Stoa's Nest Station; and the driver states that the signals at Caterham Junction were "All right" signals; that they travelled at the rate of 30 miles an hour, after leaving Redhill and seeing the signals all right he passed through Caterham Junction station at the usual speed, and just after he had passed the station signal he noticed a train in the siding on the right hand side of the line; he could see it by the red light at the tail of the train, and it appeared to be in the siding, and not on the up main line. He says that while his train was proceeding onwards, he saw at about 40 yards distance in his front a part of the ballast train on his own line, and he had only time to see that it was across his line, and then the collision took place. The engine he was driving was thrown off the rails, and went some distance down the embankment at that part about 30 feet in height on the left-hand side, breaking away from the carriages; and all he could do before the collision took place was to shut off the steam, which he did the moment before, and he and the fireman both went down the embankment with the engine. He was somewhat shaken, and the first thing he did was to get out his mate, whom he found underneath the tender, very much injured. He then got the fire out of the engine as quickly as he could, and went up on to the line, and found many of the carriages of his train thrown over, and the leading break van smashed to pieces; and the head guard who had charge of it, William Webb, was

lying partly beneath it on the line, and partly under a carriage. He saw him taken out, and he was then dead. The driver appears to have behaved very well. The lady and gentleman who were killed were in a first-class carriage, the second vehicle from the tender, which was destroyed, and it is understood that most of the persons who were injured were in the front part of the train. Another first-class and one second-class carriage, and another guard's break-van, were also greatly damaged, and several of the trucks in the ballast train were broken up entirely while others were more or less damaged and the engine and tender of the passenger train were also a good deal knocked about. The collision must have been a tremendous one, and have taken place, in all probability, at much greater speed than that named by the engine driver. About 15 waggons of the ballast train had got across to the crossing of the up line when the collision took place. I do not think any blame is attributable to any of the company's servants belonging to the up passenger train.

With respect to the causes which led to this lamentable collision, it would appear to be due, according to the evidence of the servants of the company with the ballast train, to the signalman having improperly given a signal for that train to come out of the ballast siding, at the time when he had altered the up distant and up station signals to "All right" for the 8h. p.m. up Brighton passenger train to pass the station; or to their having mistaken some other light for the signalman's hand lamp; or, in opposition to their evidence as to their usual practice, of their having started without any signal at all after the South-eastern up passenger and down goods train had passed.

I do not think the blame rests with the signalman, although his acts are only vouched for by himself; and I consider it to be much more likely that the ballast train started without any signal at all, than that it received a signal from the signalman, as there are various contradictions involved in their separate statements, and it is quite certain that the ballast train was most improperly left by both the driver and fireman at the same time; and they admit that they did not know whether the 8h. p.m. train had passed or not. Still it is possible that they fancied they had received a signal to start, as one of the porters who had been engaged in taking out the light from the branch semaphore signal, and afterwards in putting out the lights on the down platform, brought this light across to the up platform, and afterwards carried it along the platform to the lamp-room about this time. This light might possibly have been mistaken for the signalman's hand-lamp, as it was carried to the lamp-room; and if it were so, it only proves the extreme risk to which the public are sometimes exposed from the practice which so generally prevails of starting trains from sidings by means of hand-signals.

The London, Brighton, and South Coast Railway Company have now placed a disc-signal opposite the facing points, which is worked from the signal box, to prevent a train from coming out of the ballast siding without the signalman's express permission; and this disc-signal locks the facing points, and another down semaphore signal recently placed north of this crossing. The disc signal should, however, be made to lock with the up station signal. I have also much pleasure in stating that I understand the company have given instructions to have the whole of their stations thoroughly overhauled, and similar signals to be put up, so as to do away with the use of hand-signals for starting trains from sidings situate beyond the station signals.

One other point requires to be mentioned. It is very probable that if the 8h. p.m. up passenger had been running to its proper time, no collision at all would have occurred; and it thus appeared desirable to ascertain what had caused it to be 27 minutes late in passing Caterham Junction station.

The 8h. p.m. up train from Brighton is joined at Hayward's Heath station by another train from

Hastings. Both trains consist of two portions, one for London Bridge, placed at the front of the train, and the other for Victoria station, at the rear of the train; and the two portions for London Bridge and for Victoria station have to be put together on their arrival at Hayward's Heath.

Hayward's Heath station is very well laid out for conducting a large traffic with despatch, and it is provided with a large and sufficient amount of siding accommodation; but on the day in question, the goods yard was encumbered and blocked up with a quantity of railway plant belonging to the contractor for constructing the Ouse Valley Railway, which had arrived there on the previous night and early morning; so that about 1 o'clock the station master telegraphed to the traffic manager at Brighton for an engine to shunt the waggons, &c.; and this message was handed to one of the assistants in the locomotive department, who had it copied, and sent to the locomotive department, and a message was transmitted back by the traffic manager to Hayward's Heath about 3 o'clock that an engine should be sent. It was a very busy day in the locomotive department at Brighton, and the message was handed to the locomotive foreman (the locomotive superintendent and his first assistant being absent), and the foreman told the lad that brought the telegraphic message about 1 p.m. that he had no engine to send; and none was sent, and no message was forwarded to the traffic department that no engine was to be sent.

The locomotive foreman did not consider it necessary to have the steam got up in one of the spare engines in his charge, and the assistant did not appear to think that he had power to order one to be got ready and sent. This will be remedied in future.

In the meantime and during the day several of the engines that brought trains to Hayward's Heath assisted in doing some of the shunting required, but the station master continued to expect that an engine would arrive from Brighton as promised. The Hastings and Brighton portions of the 8h. p.m. train reached Hayward's Heath about 5 minutes late, the Hastings portion first getting there, as it should do; and when it arrived the up siding south of the station

was occupied by goods trucks; and after allowing the passengers to get out, the train was moved ahead, and shunted some vehicles into the up siding north of and adjacent to the up platform; and it was then shunted across to the down main line to the south end of the station, and the engine was detached, ran across to the up road, and hauled back along the up road the Victoria portion of the Brighton train, which had by that time got alongside of the up platform, and the Brighton train was shunted back to the down line, was attached to the Hastings train, returned to the up platform, and then the Victoria portion of the Brighton train was pushed forward and was attached, and the train was ready to proceed. The Brighton train was delayed altogether about 13 minutes; much more than would have been necessary if the up siding south of the station had not been occupied by goods trucks, or if the Hastings train had been shunted, as soon as it arrived, into the up siding north of the station platform, instead of being shunted across to the down line, and the south of the station; but the station-master, who superintended the operation himself, was mistaken as to the capacity of the siding, and thought that as there were some trucks in it, there was not room for the Hastings train as well.

The extra delay at Hayward's Heath caused the 8h. p.m. up train to be preceded by the South-eastern train, which was running nearly to its proper time, in entering Reigate station, and thus it was further delayed.

Such delays will always occur in conducting traffic, but they are fortunately very seldom followed by collisions.

As the result of my investigation, I should state that the collision was evidently the result of the system of starting trains by hand signals; and it is satisfactory that this system is to be given up on the London, Brighton, and South Coast Railway.

I enclose a tracing showing the position of the ballast siding with reference to the station.

I have, &c.

*The Secretary to the
Board of Trade.*

W. YOLLAND,
Col.

LONDON, CHATHAM, AND DOVER RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 26th April 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London, Chatham, and Dover [London, Brighton, and South Coast] Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to enquire into the circumstances connected with the collision which occurred at the Stewart's Lane Station on the London, Chatham, and Dover Railway on the 17th ultimo.

I am, &c.
W. D. FANE.

*The Secretary of the
London, Chatham, and Dover
Railway Company.
London Brighton, and South Coast
Railway Company.*

*Board of Trade
(Railway Department),
Whitehall, 23rd April 1866.*

SIR,

I have the honor to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 20th ultimo, the result of my inquiry into the circumstances which attended a collision that occurred on the 17th ultimo between a goods train and a passenger train

at the Stewart's Lane station of the London, Chatham, and Dover Railway, on which occasion about five passengers were injured.

The Stewart's Lane station is situated adjacent to the locomotive establishment and goods yard of the London, Chatham, and Dover Railway at Battersea; and the north end of the down platform is about 200 yards from the junction with the London, Brighton, and South Coast Railway at Stewart's Lane. The Junction signals are in the hands of a servant of the London, Brighton, and South Coast Railway Company; and all engines or trains coming out from the London, Chatham, and Dover Railway yard proceed by a single line on to their up main line if they are going forward to Victoria station; whereas if it be a goods train or a passenger train proceeding towards Stewart's Lane station, it is pushed out of the yard to the up main line, and thence by a cross-over road to the down main line when the engine is in the right position for taking the train on. But no train of any length can come out of the yard for this purpose, without fouling the down main line of the London, Brighton, and South Coast Railway, and for that reason nothing is permitted to come out of the yard without the express permission of the Brighton signalman at the Stewart's Lane Junction.

The instructions to the signalman at Stewart's Lane junction are as follows:

"On and after Sunday, the 5th day of March 1865, "the interior semaphore working to your box from

" the London, Chatham, and Dover Company's
 " Stewart's Lane station for traffic from Victoria
 " will stand at 'Stop' until altered for the passage of
 " a train.

" Whilst at 'Stop' you must allow nothing to pass
 " your signals to go on to the London, Chatham, and
 " Dover line.

" So soon as a train for the Chatham and Dover
 " line is signalled to you by telegraph from Batter-
 " sea Park you must transmit such signal to the
 " Chatham and Dover signalman at Stewart's Lane
 " station by giving two blows upon the new instru-
 " ment, when (if the line is clear) he will pull off the
 " interior semaphore, and you can then let the train
 " proceed on its journey.

" In fact you will work your out Chatham and
 " Dover signal in strict conformity to the interior
 " semaphore, in precisely the same way as you now
 " work your out Brighton signal in conformity to the
 " discs working from Long-hedge Junction to your
 " box."

" Brighton terminus, Signed GEO. HAWKINS."
 " March 2nd 1865."

On the 17th ultimo the 1.30 p.m. down goods train, consisting of engine and tender and seven vehicles, including two break vans, with two guards, was ready to leave the London, Chatham, and Dover Company's yard at Battersea at its appointed hour, and the driver whistled for the signals at the junction to be taken off, so that he might proceed. He was kept waiting eight or ten minutes until the London, Chatham, and Dover Company's down passenger train, which is appointed to leave Victoria station at 1.32 p.m. had passed the Stewart's Lane Junction on its way to Stewart's Lane station, and then the Brighton signalman, at 1.38 or 1.40, gave the London, Chatham, and Dover switchman orders to let the goods train out, and he himself shifted the points of the cross-over road for the goods train to be shunted back from the up to the down main line; and when the goods train got near the Stewart's Lane Junction signal-box, the Brighton signalman gave a signal for the train to proceed towards Stewart's Lane station. He states that he told the driver to go steady to the station, as a branch train was standing there; but this is flatly contradicted by the driver, who, according to the evidence, must have been somewhere about 35 yards from the signalman's box. There is no distinct corroboration of the Brighton signalman's statement, but other parties say that he made use of the words "Go steady," or something to that effect.

The Brighton signalman gave his evidence very fairly. He says, that he signalled to the Stewart's Lane station signalman about 1.43 for the goods train, by two rings of a bell, but that he did not get any reply; and he admits that he sent the goods train on, in opposition to the instructions of the 2nd March 1865 which I have recited. He had been three years at the same box, and had always carried out the same practice with certain trains (empties in the morning, &c.), and had found it absolutely essential to break the order of the 2nd March in order to carry on the traffic,—in other words, to get the London, Brighton, and South Coast line clear for the trains belonging to three companies that run over it from Stewart's Lane Junction to the entrance to the Victoria station yard. The servants of the London, Chatham, and Dover Railway Company do not generally admit that any such practice had been introduced, but allow that it was done under special circumstances, under the authority of the Battersea Park station-master in two cases; and one or two witnesses allow that it had been done on other occasions; but I did not hear any driver admit that he had been sent on from the Junction to Stewart's

Lane station, and had found a train waiting there when he reached the station.

There is a short piece of level on the London, Chatham, and Dover line adjacent to and south of the Junction, and from thence the line rises on a steep incline of 1 in 96½ to the Stewart's Lane station, according to the plans furnished to this department prior to this line being opened for traffic, but at that time there was no station at Stewart's Lane; and the driver of an engine coming out of the yard, as this goods train did on the 17th ultimo, could not, when he stopped clear of the points of the cross-over road, see either the north end of the down platform, the carriages of a train standing alongside of it, or the Stewart's Lane station signal, owing to a curve in the line, and the recent erection of one of the piers for carrying the viaduct for the high level main line of the London, Chatham, and Dover Railway from the Victoria Bridge southwards. After running about 50 yards towards the station, the driver would come in sight of the signal, and if a good look-out had been kept, the driver would still have had time to stop his train before the engine reached the north end of the Stewart's Lane station platform. But the driver says that he had his cylinder cocks open from the time of leaving the yard, and was thus prevented by the steam from seeing the passenger train that was standing at the Stewart's Lane station down platform. He says that just before his engine struck the other train, his fireman called out "Wo;" and then he reversed his engine, and did all in his power to stop, but it was too late to effect any reduction of the speed, and the 1.32 p.m. down passenger train was struck by the goods engine while the latter was travelling at a speed of about eight miles an hour. The passenger train had been detained at Stewart's Lane station until the line was clear up to the next station in advance. There were two extra men on the goods engine that day, who were riding there by permission; and all the company's servants connected with the train give it as their opinion that it was not, at the time the collision occurred, travelling at too great speed to stop by the time it reached the station signal.

1. With respect to the causes which have contributed to this collision, I should state that it could not have happened in this instance if the instructions issued by the London, Brighton, and South Coast Railway Company had been obeyed by their own signalman. At the same time, I feel certain that the man on duty was only anxious to clear the Brighton line. His proper course long since would have been to have represented that he was obliged to break through these instructions; and then a stop signal, under his control and worked from the Junction, could have been put up between his box and the pier of the new viaduct, that would allow of London, Chatham, and Dover down trains passing along the down line till clear of the Junction points, but stopped by the signal from proceeding on to Stewart's Lane station until the signalman at that station had given "line clear" by the interior semaphore when the stop signal could be turned off.

Some arrangement of this kind is still necessary for the future, as the despatching of trains by hand signals and by calling out is constantly leading to collisions.

2. I consider the driver of the goods train was decidedly to blame in not having kept a better look-out, and I recommend that the practice of allowing extra drivers and firemen to ride on the engines when not on duty be discontinued, as it is liable to withdraw the attention of the men on duty from their work.

I have, &c.

*The Secretary,
 Board of Trade,
 Whitehall.*

W. YOLLAND,
 Colonel.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 7th April 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London and North-Western Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred at the Clifton Level Crossing on the 17th February last.

I am, &c.

J. E. TENNENT.

*The Secretary of the
London and North-
Western Railway Company.*

SIR,

1, Whitehall, 3rd April 1866.

I HAVE the honour to state for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 6th ulto., the result of my inquiry into the circumstances which attended a collision that occurred on the 17th February at the crossing on the level of the Clifton, and Eccles, Tyldesley, and Wigan Branches of the London and North-Western Railway, between a passenger and a goods train, when the driver of the passenger train, Edward Sackfield, was killed, and one passenger was injured.

The Eccles, Tyldesley, and Wigan Branch crosses the Clifton Branch at an angle of about 75°, and the signals at the crossing are so arranged that whenever anything is passing on either line of the Clifton Branch, in obedience to the signals, the distant and crossing signals for the Eccles, Tyldesley, and Wigan Branch are of necessity all at danger. This crossing is not quite 700 yards distant from the Eccles Junction, and at a less distance from the Junction of the Clifton Branch with the siding alongside of the Liverpool and Manchester Railway at Patricroft.

The traffic on the Eccles, Tyldesley, and Wigan Branch is worked with the assistance of the telegraph, so that when any train proceeding towards that branch approaches Weaste Station, three miles from Manchester, it is telegraphed forward to Eccles Junction, and from thence to the Clifton crossing, by means of a gong, so that the signalman there may make arrangements for the line at the crossing to be clear of any passenger or goods trains on the Clifton Branch before the train arrives there.

The distance along the Clifton Branch, between the Clifton crossing on the Eccles, Tyldesley, and Wigan Line, and the sidings alongside of the Liverpool and Manchester Railway is so short, that, in taking waggons out of the sidings east of the Clifton Line, or putting waggons in, it is frequently necessary in shunting to pass across the main lines of the Eccles, Tyldesley, and Wigan Branch. No special regulations have been made as to the shunting of trains across this level crossing.

It appears from the evidence of the signalman at Clifton level crossing, that about 20 minutes before 4 o'clock on the afternoon of the 17th February, the signalman at Patricroft signalled that a goods train was backing up on the wrong line towards the crossing, and the signalman replied that the line was blocked, so that the train must come quietly, as there were some waggons standing on this line between the crossing and the Patricroft signalman, and when the goods train had arrived it stopped on the crossing exactly at 3.50 p.m., or about five minutes before the 3.40 p.m. train from Manchester to Tyldesley became due. The signalman says that he then spragged the wheels of one of the waggons, and uncoupled them about eight or nine yards on the Clifton side of the crossing, and signalled the driver of the train to draw ahead; the driver obeyed, and the rear waggon stood about the same distance on the Patricroft side of the crossing, thus leaving an open-

ing in the train at the Clifton level crossing, sufficient for passenger trains on the Tyldesley Line to pass. The signalman says the engine was then uncoupled, and went to take out some waggons out of the siding, and whilst that was going on, the 3.40 p.m. train was signalled from the Eccles Junction by the gong, and the signalman replied that the line was clear, and took off the distant and semaphore signal at the crossing for the Tyldesley train to pass. So far there is no discrepancy in the statements, and blame does not appear to be attributable to the driver of the goods train, which consisted of about 45 waggons, as he received his subsequent orders from the guard. But the signalman states, that while he was standing by the levers which move the signals, he heard something stir outside, and he ran to the door of his signal box and saw the front part of the goods train just backing towards the level crossing, whereupon he extended his arms to the guard of the goods train, signifying danger, and then turned round and saw the steam from the Tyldesley train just about the distant signal, which is 470 yards from the crossing, and he immediately put up the danger signals.

A passenger who was in the train confirms a portion of this statement, in saying that he was looking out of the window of the carriage next to the engine, and observed as they were passing the Eccles Junction that the distant signal worked from the crossing was off, but before the train reached it the signal was put on to "danger," and he whistled, and tried to make the driver and fireman of the train aware of the fact. The fireman noticed the passenger making signals at last, but did not understand what he meant.

The signalman distinctly denies having given the guard of the goods train any signal to join up the two parts of the train.

On the other hand the guard of the goods train states that after the goods train had been divided with one portion on the Clifton, and the other on the Patricroft side of the level crossing, he went to the siding and when they had taken out some waggons from it, he held up his hand to the signalman, who was then standing at the door of his box, and he put up his hand, signifying that the two portions of the train might be joined up, and he (the guard) then put up his hand for the driver to come back, and he then went to the waggons on the Clifton side of the crossing to hook the two portions of the train together, and when that was done he signalled to the driver to go ahead; but before the whole of the waggons began to move, the Tyldesley train ran into the goods train then standing across the Tyldesley lines.

The driver and fireman of the Tyldesley train, observing all right signals at the Eccles Junction and at the Clifton crossing, do not appear to have kept a vigilant look out as they ran towards the crossing, as they did not observe that the distant signal had been put on to danger against them before they passed it, and the fireman says that they were not above 20 yards from the crossing, when the driver called out "See that, Jack," and he then saw the "danger" signal at the Clifton crossing and jumped off the engine, and when he last saw the driver he was standing on the spring box, holding the regulator.

The guard of this train, which consisted of engine and tender, four coaches, and a break van, says that he saw that some waggons were foul of the line, when he was about 200 yards from the crossing, and he applied his break, but that it was too late to do any good. He says they were travelling at 14 or 15 miles an hour, but it is probable that the speed was largely in excess of that rate.

The Tyldesley train ran right through the goods train, breaking one of the waggons to pieces, damaging a second, and throwing two others off the line, and the engine and tender were also thrown off the rails, ran some 50 yards beyond the crossing, and

then down the embankment above 20 feet in height, turning over as it went down. The driver was found on the embankment fearfully hurt, and he died before they could reach Manchester.

The engine and tender became detached from the carriages, which fortunately did not leave the rails.

The collision was produced by the acts either of the signalman or guard of the goods train. I cannot pretend to say which told the truth before the coroner, and to myself; but both of their statements could not be true.

One thing however is perfectly clear, that a most objectionable practice of shunting trains on the Clifton Branch across the level crossing had been introduced, without keeping all the signals at danger while it was being done, which is the practice usually followed in station yards. It is difficult to believe that such a practice could have been long continued,

if the mode of doing the work had been carefully looked after. The crossing is as well protected as it can be by signals, but these become useless when such dangerous practices are introduced.

It is unfortunate that the Legislature ever sanctioned such a crossing on the level as the Clifton crossing, as there was no necessity for it, but level crossings of railways by other railways attract but little attention in Parliament, unless they are proposed to be made by a competing Railway Company.

I recommend that the practice of shunting trains on the Clifton Branch across this level crossing be altogether given up.

I have, &c.,

W. YOLLAND,
Col.

*The Secretary to the
Board of Trade,
Whitehall.*

MIDLAND RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 28th March 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Midland Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred near Doe Hill, on the Midland Railway, on the 16th inst.

I have, &c.

W. D. FANE.

*The Secretary of the
Midland
Railway Company.*

SIR,

Derby, 22nd March 1866.

IN compliance with the instructions contained in your minute of the 23rd ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 16th instant, near Doe Hill, on the Midland Railway.

The Doe Hill station is $3\frac{1}{2}$ miles south of the Clay Cross Junction, and 7 miles south of Chesterfield, on the direct Midland route to Trent and London. Rather less than half a mile to the north of Doe Hill, there is a siding on the west of the main line, connected with the Clay Cross Company's works, called the Moreton siding. This siding is approached from the north on a rising gradient of 1 in 161, and a curve of 85 chains radius, is under the charge of a pointsman in the service of the Midland Company, and is protected by a distant signal in each direction, that to the north being 600 yards from the pointsman's cabin, and being visible in clear weather for 550 yards further.

The 9.10 a.m. passenger train from Eckington to Nottingham, left Chesterfield at 9.33, eight minutes late, on the day in question, consisting of an engine and tender, a dummy van, six carriages, and a break-van. After making up three minutes between Chesterfield and Clay Cross, it approached the Moreton siding about 9.45, five minutes late, at a speed, according to the engine driver and fireman, of 25 to 30, or according to the guard of 12 to 14 miles an hour. The engine driver asserts that the distant signal from the siding was at "all right" as he approached it, and as he passed it, and his fireman corroborates this statement. They certainly acted as if such was the case; and in rounding the curve, which is in a deep cutting, north of Doe Hill, with their steam on, they saw a pilot engine some 250 yards before them, at the back of a goods train. They then did their best to pull up, but their engine came into collision with the tender of the pilot engine at a

speed of perhaps 10 or 12 miles an hour. The four buffers of the passenger engine, and the buffers of the tender which it struck, were all broken, and the tank of the tender was shifted on the framing. Fourteen of the passengers were injured.

The 7.35 a.m. goods train from Chesterfield to Codnor Park, which was thus in the way of the passenger train, reached the Moreton siding at 9.30 according to the guard, at 9.42 by the engine driver, at 9.45 by the pointsman. It had been assisted from Clay Cross by a pilot engine in its rear. The guard was anxious to shunt it from the up to the down main line out of the way of the passenger train; but the only means of doing so was by taking it through the siding, as there was no cross-over road between the two main lines; and 12 waggons of coals which were waiting to go forward with it, stood in its way on the siding. The train was therefore divided; the engine and three waggons were sent into the siding, to fetch out the 12 waggons of coals; these were brought out upon the main line; the pilot engine was coupled to the break van in the rear, and the two portions of the train were about to be united, in order that both engines might assist in taking it into the siding, when the passenger train came in sight.

The driver of the leading goods engine turned on his steam and ran forward out of the way as soon as he saw steam from the cutting behind him. The driver of the pilot engine had got into motion to push his waggons forward, when, on looking round, he saw the passenger train approaching, and he was moving at a speed, he believes, of 6 or 7 miles an hour, when he was struck by the passenger engine at a speed of 10 miles an hour.

The pointsman, who has been at the siding for seven months, came on duty at 6 a.m. He states, that he turned both his signals to danger as soon as the goods train had passed his north signal, and a horse driver in the employment of the Clay Cross Company, who was waiting for goods by the train, confirms this statement. The under guard of the goods train says that the south signal was at danger before the goods engine crossed into the siding; and the head guard asked the pointsman whether the north signal was at danger when he heard the passenger train in the distance, and was answered in the affirmative. It is admitted by the engine driver that the signal was at danger after the collision, and it could not have been worked by the pointsman in the interval between the passenger train's passing it and the collision, because he was nearly 100 yards away from the handle, and on the opposite side of the line.

After a careful examination of all who were on the spot, I have come to the conclusion that the signals were turned to danger by the pointsman on the approach of the goods train; that the north signal was at danger when the passenger train passed it, that the engine driver and fireman must have missed

seeing it, and that they have, in endeavouring to screen themselves at the expense of the pointsman, falsely asserted that it was at "all right." The fireman went indeed, further, and stated that he saw the pointsman coming from his cabin immediately after the collision, when it is proved by the guard of his own train and others that the pointsman was then, not only on the other side of the line, but even on the further side of the trains.

Orders have been given for moving the above north signal to a greater distance from the siding, which will be an improvement. It is desirable that

there should be a "bell-and-arm" or other good means of communication both ways between the Moreton pointsman and the station master at Doe Hill; and I am glad to learn that preparations are in progress for working this portion of the Midland Railway by telegraph.

I have, &c.

H. W. TYLER,

Capt. R.E.

*The Secretary of the
Railway Department,
Board of Trade,
Whitehall.*

NORTH BRITISH RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 7th May 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the North British Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision that occurred on the 10th ultimo at Ladybank Station on the Edinburgh, Perth, and Dundee section of the North British Railway.

I have, &c.,

W. D. FANE.

*The Secretary of the
North British
Railway Company.*

SIR,

Dulwich, 1st May 1866.

IN compliance with the instructions contained in your minute of the 18th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 10th ultimo at Ladybank station, on the Edinburgh, Perth, and Dundee section of the North British Railway.

Four passengers are reported to have received cuts and bruises, but none of them were seriously injured.

The trains from Perth and Dundee, travelling to Edinburgh by the Queen's Ferry "route," are timed to meet at Ladybank, where they are joined together, and form one train from Ladybank to Queen's Ferry.

The trains from Dundee are timed to arrive at Ladybank about two minutes before the trains from Perth, and, except in cases of unusual delay, are admitted to Ladybank platform first.

When the Perth train arrives, it runs through the station, and is then pushed back, by a cross-over road at the south end of the platform, on to the line of rails from Dundee, which forms a siding next to the platform. The Dundee train stands at the platform till the Perth train is coupled to it. The engine that has previously brought in the Dundee train moves off, while the Perth train is at the south end of the station.

There are four lines of rails between the up and down platforms at Ladybank station. The two centre lines are the main up and down lines from Perth to Queen's Ferry. The down line to Dundee branches from the Perth down line at the south end of Ladybank station, and runs through the station alongside the down platform. When it reaches the north end it crosses both the main lines between Perth and Edinburgh, and goes east to Dundee.

The up line from Dundee, which runs to the up platform, is to the east of the up line from Perth, and does not join it till it reaches the south end of the platform, but there is a cross over road with facing points leading from the up line from Perth to the Dundee up line at the north end of the Ladybank up platform. The points of this cross-over road were

turned in the wrong direction by the pointsman on the 10th ultimo for the train which arrived from Perth at 11.10. a.m., and it ran into the train which had arrived from Dundee about two minutes previous while it was standing at the platform. The Perth train should have gone through the station on the line it travelled on from Perth, and there have been backed over the cross over road at the south end of the station, and returned in front of the Dundee train.

The train from Dundee consisted of a tank engine, three third class, one second class, two first class carriages, and a guard's van at the tail of the train. It was driven forward about 60 or 70 yards by the collision. The van was shifted on its frame; its break gearing and buffers were broken, two or three of the buffers of the carriages in this train were broken, and four of the passengers complained of injuries, but they continued their journey. The engine of this train was uncoupled by the shock, but none of the vehicles left the road. The Perth train consisted of an engine and tender, a guard's van next to the tender, three third class, one second, and one first class carriage. It ran into the Dundee train at a speed of three or four miles per hour. None of the passengers or vehicles in this train were injured. The driver, fireman, and guard remained at their posts, and were not hurt.

The van at the tail of the Dundee train, stood close to the points at the south end of the cross-over road.

The driver of the Perth train, who had shut off his steam as he came down the incline approaching Ladybank station, noticed that the points at the north end of the cross-over road were wrong, about 10 or 15 yards before his engine reached them. He was then about 80 yards from the tail of the Dundee train, and was travelling about seven or eight miles per hour. He whistled sharply, told his fireman to apply the break, reversed his engine, and put on steam, but could not stop his train, and the engine struck the Dundee train at a speed of about three or four miles per hour. As it was standing on an incline falling 1 in 200, and the break gearing of the guard's van was broken by the collision, it ran forward about 70 yards.

The accident was caused by a mistake on the part of the signalman, who bears a good character. He can assign no reason for his mistake, except that he had been shunting several engines that were at the station, so as to clear the main lines, and that he forgot himself.

Ladybank station is the point of junction of the Dundee with the Perth lines, and the Kinross branch also comes in on the south side of the station. There is a goods yard at the north side, with numerous sidings leading into it from the main line to Perth and Dundee. The station has been opened many years, since which time, many improvements have been introduced for working junctions and stations. It is very desirable that the whole arrangement of the station, junctions, and sidings into the goods yard, be reformed. At present there are no station signals, and the auxiliary signal towards Dundee cannot be seen

by the man working it. A proper box for the signalman should be erected on a bridge over the lines of rails, from whence all the points and signals should be worked on the locking principle.

The down main line to Perth, for the whole length of the station, is used as a siding for waggons, a loop being inserted between it and the platform for the down passenger trains.

It would appear desirable that the platform should be brought forward to the main down line.

The up line from Dundee might be better placed, at the east side of the up platform.

The cross-over road (the points of which being turned in the wrong direction) caused the accident should be taken out at once, as well as a set of facing points leading to the goods yard from the Dundee down line.

I have, &c.

*The Secretary,
Board of Trade,
Railway Department.*

F. H. RICH,
Capt. R.E.

NORTH-EASTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 28th March 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the North British Railway Company [North Eastern Railway Company], the enclosed copy of the Report made by Capt. Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred on the 7th inst. at the Blaydon Station on the North Eastern Railway between a North British passenger train and a North Eastern mineral train.

*The Secretary of the
North British
Railway Company;
North Eastern Railway
Company.*

I am, &c.
W. D. FANE.

SIR, *Newcastle-on-Tyne, 21st March 1866.*

IN compliance with the instructions contained in your Minute of the 16th inst., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 7th inst. near Blaydon, on the Newcastle and Carlisle section of the North Eastern Railway.

The Blaydon station is four miles west of Newcastle. There are sidings near it on both sides of the line. One of these, which I shall refer to particularly as the north siding, joins the main lines at the station, and again 300 yards on the west of it. There is a signal 245 yards to the west of the points, worked by a wire from the station, and there is a chock-block near the west end of the siding.

The 9.50 a.m. passenger train from Riccarton to Newcastle left Hexham punctually at 11.55 on the day in question, consisting of an engine and tender, four carriages, a break-van, and four loaded goods waggons. The engine-driver found the distant-signal from Blaydon at all right; but he "heard a rattle of the wire," and saw that the signal was turned to danger, after he had gone a short distance past it. He thought that something might be wrong, and he therefore reversed his engine, applied his break, and whistled for the guard's break. After going a little further he saw a waggon on the main line. He then turned on the steam against his engine, and he believes that he had reduced his speed from six or seven miles an hour, at which he had been travelling, and almost brought his engine to a stand, before he came into collision with it.

The guard heard the break-whistle after he had passed the distant-signal, and attempted to apply his break. But he had only time to "get it half on," and he does not consider that the speed was reduced to a greater extent than from seven to six miles an hour before the collision.

The side-rods and buffer-beams of the engine were

broken or damaged, the waggon which it came into collision with was destroyed, and one passenger was slightly injured out of five or six who were in the train.

The waggon which thus obstructed the main line was pushed out of the north siding, through the points above referred to as being 300 yards from the station, under circumstances which I shall next proceed to describe.

The 12 o'clock mineral train from Newcastle reached Blaydon about 12.15, and proceeded to the western points of the long siding. The foreman shunter held the points; the guard stood near a level-crossing, known as the gas-lane level-crossing, to signal to the engine-driver when he ought to bring the waggons to a stand so as to be clear of that crossing; the fireman uncoupled the engine when the waggons were in their place in the siding; and he also, as he himself states, and as the guard and foreman shunter both allege, turned the chock-block on to prevent the waggons from running, or being forced back again.

At 12.30, a goods and mineral train arrived from Redheugh, in the direction of Gateshead, on the south of the Tyne. On reaching Blaydon the engine-driver first took water, and placed four waggons in a siding south of the line. He then took 14 waggons from the main line and pushed them back into the east end of the north siding against 21 other waggons which were already standing there; and he afterwards pushed the 39 waggons then before his engine back against the 25 waggons which were on the west of the gas-lane level-crossing. The guard and the foreman shunter arranged between them, that the former should attend to the east, while the latter went to examine the couplings and to attend to the west end of the train.

When the engine-driver pushed the waggons westward in the first instance he was guided by the shunter. But when he pushed them further, to unite the 35 on the east with the 25 on the west of the gas-lane crossing, he was unable to see the guard, who was hidden from him by the steam from his safety-valves, and was obliged to trust to his own judgment. Not supposing that the chock-block was open, he expected to receive a check before going too far. But when the shunter came to him for a pin which he wanted for the shackle of one of the waggons, he told him to "hold on," as the waggons "were going out at the other end" of the siding.

The North British passenger train was now due. The waggons were hopelessly fixed, with one of them on the main line, because the shunter could not get a pin suitable for the shackle, to couple the 14th and 15th waggons together. He called to the guard to go and help him, and the guard did so, and ran to the tender for a pin. But before he could return to the shunter the collision had occurred.

The chock-block was found to be open after the collision, and it evidently had not been run over by the waggons. Inasmuch as the guard, fireman, and shunter all assert that it was shut about 20 minutes previously, when the 25 waggons were run into the

west end of the siding, the only explanation that can be offered is that some person unconnected with the company must have opened it in the interval.

But the whole neighbourhood of this siding, east and west of the site of the collision, is much in want of better protection. Between the signal-man at the station and the west end of the siding, there are a siding south of the line and an important public road level-crossing. A servant of the company should be stationed at the latter and have charge also of the former. Further to the westward, there are two tramway level-crossings belonging to Messrs. Cowen, one of which may, apparently, be dispensed with, while the other should be protected by a servant of the company; and this man should be able, by means of a pair of safety points worked by rods, to prevent

any engine or waggons from coming from the siding to the main lines except with his special permission and by his own action. These men should also be provided with suitable signals in each direction, and a chain of inter-communication should be established between them, commencing at the Blaydon station, and proceeding westward, past the tramway crossing, to the Stella Coal Staith. The view of the engine-drivers is much obstructed as far as the above colliery, and the traffic on this part of the line is heavy and on the increase.

I have, &c.

W. D. Fane, Esq.,
Board of Trade,
Whitehall.

H. W. TYLER,
Capt. R.E.

NORTH-EASTERN RAILWAY.

Board of Trade
(Railway Department),
Whitehall, 5th May 1866.

SIR,

I AM directed by the Lords of the Committee of Privy Council of Trade to transmit to you, to be laid before the Directors of the North-eastern Railway Company, the enclosed copy of the report made by Capt. Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred at the Barnard Castle station on the North-eastern Railway on the 10th ultimo.

I am, &c.

W. D. FANE.

The Secretary of the
North-Eastern
Railway Company.

SIR,

Peterborough, 27th April 1866.

IN compliance with the instructions contained in your minute of the 12th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 10th instant at Barnard Castle on the North-eastern Railway.

There is a junction east of Barnard Castle between the line from Darlington and the line from Bishop Auckland, and the stage from which the points and signals are worked is about 100 yards from the passenger platform. The line from Bishop Auckland is on a falling gradient of 1 in 70 to within 150 yards of this stage, and the line from Darlington rises towards it on a gradient of 1 in 100. There is a single line *through* the passenger station, as well as a terminal line, which I shall call the dock line, crossing it, and running south of it into the passenger shed. The former is used commonly for the Darlington trains, the latter for those to and from Bishop Auckland. On the north there are several sidings, outside of the passenger station, but connected with the main line between it and the junction.

It has been the practice, sometimes twice or thrice a week, sometimes once a fortnight or once a month, to adopt a species of *fly-shunting* with the passenger train from Bishop Auckland on the approach to Barnard Castle. When there was any vehicle in that train to be taken forward with the Darlington train, it was customary to attach it behind the engine at Bishop Auckland, to uncouple it from the carriages (while the train was in motion) about half a mile from the Barnard Castle junction, and to allow it to run with the engine into one of the sidings, while the carriages, following it at some little distance, were turned into the dock line at the station.

Some inconvenience and delay in backing the Auckland train out of the dock line at the station after

its arrival, for the purpose of shunting the vehicle for Tebay from the dock line to the through line, were thus avoided.

On the 10th April, the 1 p.m. train from Darlington for Tebay reached Barnard Castle in due course at 1.29, consisting of an engine and tender, a composite van, and a composite carriage. It was standing at its usual place, half way up the platform, and 210 yards west of the junction stage, when the engine of the Auckland train was observed to be approaching it at considerable speed. The Darlington guard jumped out of his van, on hearing some one call out; and the engine-driver endeavoured to get his train into forward motion; but the Auckland engine came into collision with it at a speed of 12 miles an hour. The tank was knocked off the tender of the Darlington engine, and the van and carriage were very much damaged. Unfortunately seven passengers were also injured.

The Auckland train consisted of an engine and tender, a carriage truck, a carriage, a van, and three carriages; the van and the last three carriages having been coupled together with continuous breaks. It left Bishop Auckland at 1.4, nine minutes late. The guard uncoupled the side chains between the truck and the carriage behind it, at Cockfield, seven miles from Barnard Castle, and there informed the engine-driver that he intended to loose the centre coupling on the incline east of the Barnard Castle junction. When a mile and a quarter from that junction, he applied his break to reduce the speed of the train, and having done so he took it off again. He then walked round the carriage which was in front of his van, along the foot-board,—detached the coupling of the carriage truck at half a mile from the junction,—returned to his van,—and re-applied his break until he got his train under control. His vehicles thus dropped back 50 yards behind the engine as they approached the junction, which was a less distance than was usual under the same circumstances. He saw the engine turned towards the station, and a porter waving his hand to the engine-driver as a signal of danger. Concluding from this that the line through the station could not be clear, he again applied his break; and he succeeded in bringing his carriages to a stand on the east of the junction stage.

The engine-driver had seen the guard passing along the foot-board of the leading carriage, to detach the carriage truck from it, at half a mile from the junction, and returning to his van. He therefore slacked off his tender-break, to allow the engine and truck to run ahead of the train; and he blew the engine-whistle three times to give the signalman warning, in the usual way, of the intended manœuvre. At 300 yards from the signal stage, he looked round, and thinking that the engine was too near the train to admit of their being turned by the signalman in different

directions, he applied "a little steam." He observed, as he approached the junction, that the points which he expected to find open for one of the sidings were set for the station; but he supposed that the Darlington train had not arrived, until he saw a porter who was at the points leading from the main passenger line to the dock line, wave his hand to him as a signal of danger. He then did his best to pull up, but his engine came into collision with the Darlington train as already described.

The signalman at the junction, who has been there for a year and a half, heard the driver of the Auckland train give, first one whistle for the distant-signal, and then three whistles, which he understood to intimate that the train was to be divided on the incline. But he could not see that any separation had taken place in it by the time that it had arrived within 100 yards of him; and he then supposed that the whistles he had heard must have been intended, as the train was travelling at considerable speed, for the guard only, to warn him to apply his break. He then observed that the engine and truck began to go ahead of the carriages, but he had not time to move his points before the engine was upon them, and he was therefore obliged to allow it to run forward into the station.

The porter at the points leading to the dock line was naturally astonished to find the Auckland engine coming towards him, when he expected it to have

gone into a siding north of the station, and hardly knowing what to do, he signalled to the driver to stop, and to the driver of the Darlington train to go ahead, and allowed the engine to run along the main line.

The mode of working which led to this collision was one attended with considerable risk in many respects, and I am glad to learn that it has been forbidden for the future. There was, however, another pair of points through which the Auckland engine might have been turned, and by means of which the collision might have been avoided, if they had been connected with the junction stage. As they are facing points for all passenger trains proceeding to the station, it is very necessary that the connection should now be effected, and that they should be made to interlock with the other points and signals. And there are other points near the junction which, as I have indicated on the spot, should be similarly treated. Some improvements are also required in the existing locking apparatus, and in the arrangement of the signals, all of which I have pointed out to the officers of the company on the spot, and which they will, I understand, immediately proceed to carry out.

I have, &c.

W. D. Fane, Esq.,
Board of Trade,
Whitehall.

H. W. TYLER,
Capt. R.E.

NORTH-EASTERN RAILWAY.

Board of Trade,
(Railway Department),
Whitehall, 25th May 1866.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the North-eastern Railway Company, the enclosed copy of the Report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred near the Scremerston station, on the North-eastern Railway, on the 29th ultimo.

I am, &c.,
W. D. FANE.

The Secretary of the
North-eastern
Railway Company.

Board of Trade,
(Railway Department),
Whitehall, 21st May 1866.

SIR,

I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 5th instant, the result of my inquiry into the circumstances which attended a collision that occurred on the 29th ultimo, about five miles south of Berwick, on the North-eastern Railway, between the up night express train and a mineral waggon, which had got out of a siding, on which occasion six passengers were injured; but it is hoped that none of the injuries received will prove to be serious.

The Scremerston Limeworks are situated about a mile south of Scremerston station, and the siding, which is connected by another siding with these works, is entered from the up main line by a pair of falling points, and the entrance to the siding that leads down to the lime works is by a pair of facing points 170 yards north of those which join the up main line. These facing points are weighted to stand open for the limeworks siding, and closed to the south portion leading out on to the up main line. Stop-blocks had also been placed—one close to, but north of the facing points, to prevent anything from running down to the limeworks and the other about 50 yards north of the falling points on the up main

line; but the stop-block close to the facing points was out of order, having lost the piece which acts as a stop, and it had been so for many months past.

The railway traffic to and from the limeworks is worked by the pilot engine from Tweedmouth station, which is a little south of Berwick, which engine sometimes makes more than one trip a day to these works. No other train stops at this siding, which is protected by a little low disc signal, and by a distant signal towards Scremerston. The pilot engine takes loaded coal and empty lime waggons, and leaves them in the siding north of the facing points, and it then runs down to the limeworks, and brings out loaded lime waggons, and takes them to Tweedmouth station; while the persons employed at the limeworks take down the loaded coal and empty lime waggons from the siding north of the facing points to the sidings at those works, as they require them, horses being used for hauling them out of the siding.

On the afternoon of the 28th ult., the pilot engine took one empty mineral waggon and three loaded coal waggons from Tweedmouth to the siding, just after 2 o'clock. When they got there the guard put on the signals, and the fireman held the falling points for the train to be shunted back into the siding, which was then empty. The evidence is contradictory as to the stop-blocks being on or off. The four waggons were left in the siding north of the facing points, leading to the limeworks, the guard stating that he uncoupled the engine from the empty mineral waggon and put down its break, and the engine then went down to the limeworks and brought out three waggons loaded with lime, and the fireman held the facing points for the train to pass out on to the up main line. The guard is said then to have fastened the stop-block adjacent to the main line points by turning it on, and then putting the stop on, and the fireman to have turned the block close to the facing points across the line, but there was no stop to fasten it. The engine then took the train, by the cross-over road, to the down main line, the guard holding the points; and the fireman turned off the signals, and the train proceeded to Tweedmouth station. This occurred about five minutes before 3 o'clock in the

afternoon. The manager of the limeworks remembers the engine taking some loaded waggons away between 2 and 3 o'clock, and he believes that it put something into the siding, but he did not notice it, and that after that time none of his men went through the two pair of gates, one at the works, and the other close to the line leading to the siding, at all. He is sure of the fact, as they did not want the empty waggon or the coals until Monday.

The up night express train left Berwick for the south 9 minutes late, at 12h. 11m. a.m., on Sunday, 29th ult. It consisted of engine and tender, three carriage trucks loaded with fish, a guard's van, horse box, composite carriage, 3rd class, composite carriage, 3rd class, composite carriage, 3rd class, composite carriage and a guard's van, coupled in the order in which they are named; and the driver, who had been driving 20 years on the line, and for 15 years had driven the express train, states that he saw nothing wrong as they passed Scremerston station, but as they came to the limekilns siding he looked out for the Windmill Hill station signals, and then turned round to put on the feeds, and just then they ran into something, at which time he thinks he was travelling 45 miles an hour. He says he kept on his engine, and ran between 200 and 300 yards before they stopped, and when they did so he examined the engine and found all the machinery stripped from underneath, and a pair of waggon wheels were jammed under the front buffer beam of the engine, which wheels were still on the rails, and served as a guide to keep them to the line; but the engine and tender and every other vehicle was off the rails.

Capt. Rich was in the up express, and he states that he was asleep when the collision actually took place, but was wide awake before they had got over the 200 or 300 yards of very disagreeable travelling, due to their being off the rails, and fortunately only had one of his ankles bruised. He says that the body of the truck which was run into was across the down line of rails opposite to the guard's van at the tail of the train; that its wheels had been struck off, and the body was driven diagonally across both lines when the engine struck it. The outside rail of the down line was broken, about three rails length back from where the body remained, by the framing of the truck being driven violently against it. One of the carriages was upset on its off side, and damaged. The passengers in this carriage were most injured. A good deal of damage was done to the rolling stock, but it is very remarkable that more of the passengers were not injured, and that seriously.

The collision took place about 450 yards south of the falling points that connect the limekiln siding with the up main line. About 190 yards of the up main line were completely torn up, and 40 yards of down line were damaged.

On examination after the collision, both the stop-blocks were found off, but the lever of the facing points was said to be down, which would indicate that they stood open for the limeworks siding, in the event of any of the waggons moving southwards in the siding north of the facing points; but no one could tell how the points actually stood, whether

open or shut to the limeworks sidings, and the examination does not appear to have been a minute one.

I noticed that pieces of wood were used in these sidings to close the points by blocking them to the rails. The fireman belonging to the pilot engine stated that he pressed the lever handle down, to put the points down, after he let the pilot engine out, and that he generally did so, "because they stick a little."

No evidence is forthcoming to show in what manner this empty mineral truck got from the siding, passing through the facing points (weighted so as to turn a truck down to the limeworks), and then out on to the up main line, passing across two stop-blocks, one of which was said to be all right, and both are said to have been placed across the rails, after the pilot engine left the siding in the afternoon.

It will have been seen that three loaded waggons were placed in the siding; but Capt. Rich has stated in his report that there were two trucks, and when questioned on the subject he is under the impression that there were not more than two. If he is correct, the third truck (loaded) must have been taken down to the limeworks on Saturday afternoon; and in that case, some one must have uncoupled the empty mineral waggon, and subsequently the loaded one; and the empty mineral truck must have been moved southwards, past the facing points, in order to allow the loaded truck to go down to the limeworks, and subsequently it might have been blown out on to the up main line, which is on an easy gradient, falling to the south. The wind was from the north-east, and favourable for doing this. Another surmise is that the empty mineral truck was maliciously moved out of the siding and on to the up main line; and a piece of wood, such as might be picked up on the shore, was found on the line, with the mark of the flange of a wheel on one side, and that of the rail on the other; but I do not consider that there is sufficient evidence to support this surmise. The last up train that passed previous to the collision was the 8.35 p.m. up mail. I cannot clear up this point; but one thing is quite certain, that the arrangements of the company should have been such as to render such an occurrence absolutely impossible. If the traffic to and from the limeworks be not sufficient to call for the residence of some servant of the company at this place, the facing points should, at all events, have been kept in proper order, as well as the two stop-blocks and the facing points leading to the main line kept locked, and the key placed in the hands of the Tweedmouth station master. A distant signal towards the south is also required to protect a train crossing from the up to the down main line.

I must not omit to notice the objectionable practice of running fish trucks with this up night express train, which has been introduced, but the excuse for doing it, is the necessity that exists for bringing perishable commodities quickly to the London market.

I have, &c.

*The Secretary of the
Board of Trade,
Whitehall.*

W. YOLLAND,
Colonel.

NORTH LONDON RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 8th May 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the North London Railway Company, the enclosed copy of the Report made by Captain Rich, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the accident which occurred to a passenger train at the Victoria Park station on the 12th ultimo.

I am at the same time to request that you will inform their Lordships as nearly as possible, of the

number of passengers who were injured by the accident in question.

I am, &c.

*The Secretary of the
North London Railway
Company.*

W. D. FANE.

SIR,

Dulwich, 3rd May, 1866.

IN compliance with the instructions contained in your minute of the 14th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended

the accident, that occurred at Victoria Park station on the 12th April last (not the 11th as reported).

Several passengers were hurt, but I understand, that none of them were seriously injured.

The branch railway from Victoria Park station to Stratford, belongs to the Great Eastern Railway Company, but it is worked by the North London Railway Company, with whose line it forms a junction at Victoria Park station.

The passenger trains which run on this branch are distinct from the main line trains and work over the branch line only.

There is only one passenger platform at Victoria Park station for the branch line. This platform is situated in the angle, between the branch and the North London main line, so that passengers alighting from the main line trains, do not cross the rails of the branch line to enter the trains on that line.

It follows, that trains proceeding from Victoria Park station to Stratford have to get on to their proper line by a cross-over road which is a short distance from the south-east end of the station.

It is the duty of one of the porters at the station to hold the points for the train to cross over. The three porters that belong to the station take this duty by turns.

On the 12th ultimo Charles Edwards was the porter for this duty. He had only been two months and five days in the company's service and it is his first employment on a railway.

He preceded the 7.12 p.m. train to the points, and was at them when the engine and train arrived, but he does not appear to have pulled them over so as to let the engine cross to its proper line, but to have done so, as soon as the engine had passed through them. The train consisted of a tank-engine, a second-class carriage with break compartment for the guard, another second-class carriage, and a first-class carriage coupled in the order given. The engine kept straight on and the carriages passed through the points on to

the cross-over road, but were dragged off the rails and the first one fell over on its near side. The other two were pulled off the rails, but did not fall over. The line from the south end of Victoria Park station towards Stratford falls 1 in 82. The points of the cross-over road are about 100 yards from the station. The train had gained a speed of about eight miles per hour, when it arrived at the points. The driver is in jail for some offence not connected with the railway which he has committed, since the accident occurred. He did not therefore appear to give me his evidence, but the fireman stated, that he shut off his steam at once and that he applied the break. The guard also applied his break and the train was brought up within 70 yards of the points.

The accident was caused by the mistake of the porter who was acting as switchman. I consider that he was rather too inexperienced in railway matters to be trusted with this duty, which, though perfectly simple, requires a man to be fully aware of the importance of doing it well and correctly.

I would suggest the desirability of a second platform for the branch and a foot-bridge for passengers over or under both the railways. The points of the cross-over road should then be worked from the junction box. This will prevent the chance of up trains coming into contact with down trains, as well as accidents of the present kind. If the company do not consider the station of sufficient importance to warrant such an outlay, I would suggest, that the cross-over road where the accident occurred be moved nearer to the station and worked from the junction box by the signalman, or that it be controlled by a low signal which cannot be lowered for drivers to start from the Victoria Park platform until the points are set in the proper direction.

I have, &c.

*The Secretary
Board of Trade,
Railway Department.*

F. H. RICH,
Capt. R.E.

NORTH UNION RAILWAY.

*Board of Trade
(Railway Department),
Whitehall 7th April, 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the North Union Railway Company, [London and North-Western Railway Company,] the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred near the Euxton station on the North Union Railway on the 21st February last.

I am, &c.

*The Secretary of the
North Union
Railway Company,*

*The Secretary of the
London and North-Western
Railway Company.*

J. E. TENNENT.

*Board of Trade
(Railway Department),
Whitehall, 31st March 1866.*

SIR,

I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 6th instant, the result of my inquiry into the circumstances which attended a collision that occurred on the 21st February near Euxton Station, on the North Union Railway, between an express passenger train and an empty engine, when four passengers and two of the companies' servants were injured, two of the passengers rather seriously.

It appears that on the night in question, the bank engine had assisted the 9.50 p.m. up goods train up the inclines from Preston station to Coppul, a distance of about 10 miles, on the North Union Railway, now

worked by the London and North-Western Railway Company, and the bank engine left Coppul to return to Preston about 10.50 p.m. and passed Balshaw Lane level crossing, seven miles from Preston, going very slow, about 11 o'clock p.m.

The gatekeeper at the level crossing states, that he usually watches trains that pass his crossing until they reach Euxton station, three quarters of a mile distant, and on looking after this engine, he saw that it carried a bad light at the rear of the engine, which was returning to Preston with the tender in front, and he thought the engine appeared to come to a stand still, and in consequence he turned the gate signal lamp on to danger, and put down a fog signal about 40 yards on the Coppul side of the level crossing.

In about 15 minutes the 5.0 p.m. down express passenger train approached his crossing; he saw it a long distance before it reached the crossing, and he showed a red light towards it with his hand lamp as well as with the gate signal lamp. He says that he noticed the guard of the express train put on his break about 100 yards or more before he reached the crossing, but he did not hear any whistle from the train, which passed at a good speed, and which ran into the bank engine about 340 yards on the Euxton side of the crossing, at a speed estimated by the driver of the express train at 25 miles an hour. The effect of the collision was to throw the engine and tender of the express train off the line, fouling both lines of way, to break the buffer beams and buffers off the engines, and to push the bank engine a long distance ahead, and to injure four out of the six passengers who were in the train in addition to an inspector who was riding on the engine and the fireman. Fortunately the inspector had time to reach Euxton station, which was more than a quarter of a mile nearer to Preston than the spot where the collision

took place, in time to have the up station signal put on to "danger" and thus to stop the up limited mail, or another collision might have ensued.

The 5.0 p.m. down express train consisted of engine and tender, one composite carriage, one break van, and four carriage trucks. It left Warrington about six minutes late, and was apparently travelling at its regular rate, which from Coppul to Preston is generally very fast, in order to make up for slow travelling up hill from Wigan to Coppul. This portion of the line is worked with the assistance of the electric telegraph, and on the partial block system, and I was informed that when the "all clear" signal had not been received from the station in advance, it was customary to stop the following train, and to tell the driver that there was a train on the line in front; but on this day, the telegraph wire between Coppul and Euxton Junction Telegraph stations, about $3\frac{1}{2}$ miles apart, had broken, so that it was not possible to make use of it over this length, and the traffic was conducted on the original system of a time interval between following trains. The driver of the express train did not know but that he was working on the telegraphic system, and there is no doubt that a less vigilant look-out is kept when it is known that the traffic is conducted on the block system, or partial block system, by the assistance of the telegraph, than when the traffic is worked only with an interval of time between following trains. The line was straight for a very long distance, and if a vigilant look-out had been kept, the Balshaw Lane gate signal and the gatekeeper's hand lamp should have been seen at a sufficient distance to enable the express train to have been stopped short of the spot where the collision occurred; as it was, the gate signal lamps, the gatekeeper's hand lamp, and the lamp on the tail of the

bank engine, were seen nearly at the same time, but not before the express train was very close on the crossing; the driver reversed his engine and the fireman and guard put on their breaks, but the distance was too short, with the proportion of break power allotted to the train, to enable it to be stopped short of the bank engine.

The bank engine after passing the level crossing had stopped for want of steam. As I have already stated, it was running tender foremost, which is not a favourable position for raising steam; and great blame is due to the driver for not having sent back his fireman in order to stop the down express train, as there was abundance of time to have done so. He had been discharged from the Company's service and I did not see him.

I am also of opinion that the driver and fireman of the express train are to blame for not having kept a better look out, as the signal at the level crossing should have been carefully looked for. But it appears that this signal lamp is without a reflector and cannot be seen above 600 yards, and it is therefore essential that it should be replaced by a good lamp of modern construction.

I beg also to recommend that when any interruption occurs in the working of traffic by the telegraph, on the block, or partial block system, so as to render it necessary to revert to the time interval until the telegraphic instruments can be put into proper working order again, the drivers of all trains should be cautioned and made acquainted with the change which has been made.

*The Secretary of the
Board of Trade,
Whitehall.*

I have, &c.
W. YOLLAND,
Colonel.

VALE OF NEATH RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 5th May 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Vale of Neath Railway Company (Great Western Railway Company) the enclosed copy of the report made by Capt. Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred near the Aberdare station of the Vale of Neath Railway on the 27th March last.

I am, &c.

W. D. FANE.

*The Secretary of the
Vale of Neath
Railway Company.
The Secretary of the
Great Western
Railway Company.*

SIR,

No. 1, Whitehall, 26th April 1866.

IN compliance with the instructions contained in your minute of the 16th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 27th ultimo, between a passenger train and a goods train, near Aberdare, on the Vale of Neath Railway.

There are two stations at Aberdare, on different levels, but within some 20 yards of each other. The original low-level station was formerly the terminus of the Aberdare branch of the Vale of Neath Railway, but there being no communication through it, it is only used now for one passenger train each way daily.

The high-level station, opened for traffic in 1864, has a single *through* line of rails passing a one sided passenger platform; and this line of rails carries the traffic of the Great Western system to and from the

important district north and west of Aberdare. The number of trains passing through Aberdare has already increased from 23 up to 63, including both ways, daily, and the increase may be expected to continue rapidly as the resources of the district are developed.

The terminal line and the through line from the above stations meet at Gadlys junction, about 320 yards to the west of them. The signalman at this junction communicates by a gong with a second signalman, 240 yards west of him, at Gadlys crossing, and the latter works a distant signal near a level crossing at Mill Street, 720 yards from the junction box. The gatekeeper of this level crossing has two signals at the crossing, and a distant signal to the west of it.

There is a considerable descent from Hirwain, on the west, for $3\frac{1}{2}$ miles, to Aberdare, the gradients being as follows on the immediate approach to Gadlys crossing:—1 in 67.5 for 27 chains,—1 in 49 for 24 chains, to the crossing distant signal,—level for two chains,—1 in 74 for 20 chains,—and 1 in 156, on which the collision occurred, for $2\frac{1}{2}$ chains, to the crossing signal-cabin.

The line is worked by the block system of telegraph between Gadlys junction and Hirwain on the west, and between Gadlys junction and Cwmbach on the east or south, there being also an intermediate telegraph box at Gelly Tarw, $2\frac{1}{4}$ miles west of Aberdare, and a train staff being used for trains proceeding from Gadlys junction to sidings short of Gelly Tarw.

On the 27th ultimo, the 9.12 passenger train from Hirwain left that station at 9.14 for Aberdare, consisting, in the following order, of a tank-engine, a break-van, a first-class carriage, a second-class carriage, three third-class carriages, a composite carriage and a break-van. It conveyed 35 passengers, and weighed altogether about 76 tons, of which 38 tons were on wheels to which break-blocks were applied, 24 on the four (coupled) driving wheels of the engine, and 14 on the wheels of the two break-

vans. But the carriages with continuous breaks which are commonly used, and which ought always to be used on this line, had been sent away for repair, and an extra carriage was attached to the train.

The engine-driver states that he travelled at his usual speed towards Aberdare; that he found the distant-signal from the Mill Street crossing at its ordinary position of caution, and the distant-signal from the Gadlys crossing at its invariable position of danger; and that the latter signal is very often kept "on" until he is close to it, and has been several times kept "on" without any apparent necessity until he has passed it. On this occasion, it was kept at danger while the Mill Street crossing main signals were turned to all right. He had not applied his steam at all after leaving Gelly Tarw; he turned on his tender break, and whistled for the guards breaks, at 600 or 700 yards from the Gadlys distant-signal; and he reversed his engine "just after he had passed" the Gadlys distant-signal, on finding that signal still at danger. His view was obscured as he approached the Gadlys crossing, by a curve, and by the steam of an engine which was standing in a siding on the west of that crossing; and he only perceived, at 200 or 300 yards from it, that there was a goods engine with its train in front of him on the main line. He then applied steam against his engine, but too late to enable him to pull up short of this obstruction, and he struck the goods engine at a speed, stated to have been, but which probably exceeded, six miles an hour.

The buffer-plank, and the ends of the framing of the tank-engine, were broken, the carriage next behind the leading break-van was lifted up, and the second-class carriage behind it ran in under it; and both of these carriages were broken to pieces. The tender of the goods engine, which was in front of it, was also much damaged, the tank having been forced off it, and the framing doubled up. The drivers and firemen of both engines, as well as the second guard in the front van of the passenger train, jumped off before the collision. Thirteen of the passengers were unfortunately injured, including Mr. Thomas, an inspector in the service of the company, who has since died.

The goods train consisted of a tender and engine, 28 empty, five loaded waggons, and a break-van. It was duly telegraphed from Cwmbach to Aberdare, and reached the latter station at 9.15 or 9.16. It was detained there about three minutes by a truck being off the rails in front of it, and was started towards the Gadlys junction about the same time that the passenger train was due from Hirwain. There were altogether about 190 trucks or waggons in the Aberdare yard, and the sidings were so far blocked up that this goods train could only be got out of the way of the passenger train by sending it forward past Gadlys junction to Gadly's crossing, to shunt back into the old station. The station master, the junction signalman, and the yard foreman, all signalled or signed to the engine-driver to go forward for this purpose, in the face, as it were, of the passenger train. And the engine-driver had gone a short distance past the Gadlys crossing when the passenger train came into collision with his engine as above described.

The causes of this collision are sufficiently obvious. Nothing can justify the mode of working that was adopted, of sending the goods train forward past the Gadlys junction when a passenger train was approaching in the opposite direction, and the line had been telegraphed clear for it to that junction, at the foot of steep gradients, and to a position in which it was practically only protected by a distant-signal not well seen from a distance. Not only was this mode of working opposed to the general tenour of the regulations, and to the principle of working by block

telegraph, but it was also in direct disobedience to special rules which had been issued in writing by the station master to the signalman with regard to this particular portion of line. But it was, in fact, the practice to disobey these rules, for the want of additional facilities for working the traffic; and I find that the station master had made applications for increased accommodation without having been able to obtain it.

I recommend that the Aberdare station be now reconstructed, with a double line through it for through traffic, and more convenient siding arrangements;—that the distant signal from the Gadlys crossing be moved to a greater distance from that crossing, and be made more conspicuous;—that the gateman at the Mill Street crossing be instructed to keep his main and distant-signals at danger whenever the distant-signal from the Gadlys crossing is at danger;—that he be provided with a means of inter-communication with the junction signalman;—and that the sidings east and west of the Gadlys crossing box be connected together, so that a goods train may be able to reach that crossing without passing along the main line. Several other improvements are required in matters to which my attention was directed while on the spot, by the coroner, Mr. Winton, before whom the inquest was held on the view of Mr. Thomas's body. It would be better if the arrow-head signal were removed from the Mill Street crossing, where there is also a cross-bar main signal; if a distant-signal were worked from that crossing towards Aberdare; and if signals were added for the protection of Thomas's colliery branch. A tunnel under the line is much wanted on the approach to a number of cottages east of the Mill Street crossing, and a bridge over the line for the tramway near Gadlys crossing, which would be alike advantageous to the Great Western Railway, the Taff Vale Railway, the Gadlys works, and the travelling public. The goods trains appear to be frequently uncontrollable in passing these places. A larger turn-table is also much wanted at Aberdare, and the telegraph signalmen should be provided with speaking instruments in addition to the block instruments on which they telegraph the trains.

The printed regulations under which this part of the line is worked are also much in want of revision. The special book for the Vale of Neath section is, in fact, a collection of rules, issued from time to time, bound up together, in a state to defy reference with the prospect of any satisfactory result by the class of men for whose use it is intended. The Great Western printed regulations of October 1865, for engine-drivers, firemen, and fitters, containing also a section applying to the Vale of Neath Railway, state that "distant-signals must not be relied upon to protect any train standing between them and the main station signal," and that any such obstruction must even be 200 yards beyond the main signal. These rules, given to an engine-driver for his guidance, afford him but too good an excuse when, as in the present case, he does not appreciate a distant-signal at danger at its proper value, expects it to be turned off as he approaches it in answer to his whistle, and does not use his best exertions after passing it at danger to bring his train to a stand until he sees an actual obstruction on the line before him. Another disadvantage in these regulations is that they are contradictory to those of the Vale of Neath section, which again are not precisely in accordance with each other, as regards the way in which distant-signals should be obeyed.

I have, &c.
H. W. TYLER,
Capt. R.E.

W. D. Fane, Esq.,
Railway Department,
Board of Trade.

R E P O R T S

OF THE

INSPECTING OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE,

UPON

C E R T A I N A C C I D E N T S

WHICH HAVE

O C C U R R E D O N R A I L W A Y S

During the Months of May, June, and July

1 8 6 6.

(PART THIRD.)

Presented to both Houses of Parliament by Command of Her Majesty.
July 1866.



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1866.

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GREAT EASTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 24th July 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Eastern Railway Company [the Great Northern Railway Company], the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the accident which occurred on the 31st May last to a Great Northern passenger train, whilst running over the Great Eastern Railway, between Foxton and Shepreth.

I am, &c.,
W. D. FANE.

*The Secretary of the
Great Eastern Railway
Company.*

*The Secretary of the
Great Northern Railway
Company.*

*Board of Trade,
18th July 1866.*

SIR,

IN compliance with the instructions contained in your minute of the 7th June 1866, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 31st May last, between Foxton and Shepreth stations, on the Great Eastern Railway, to a passenger train belonging to the Great Northern Railway Company.

Several passengers were slightly bruised, but none are reported to have been seriously hurt. The railway from Cambridge to Shepreth belongs to the Great Eastern Railway Company, and is maintained by that Company. The part between Shelford junction and Shepreth station is used for passengers by the Great Northern Railway Company only. The Great Eastern Railway Company have ceased to run passenger trains on that portion of their line since March last, but they still continue to maintain it.

On the 31st May the Great Northern train, which was timed to leave Cambridge at 7.10 p.m., did not leave till 7.18 p.m.

The delay in starting appears to have been caused, principally, by the necessity of adding another carriage to the train after it had been formed up at the starting platform.

The train, when completed, consisted of an engine and tender, a guard's van, a composite, a first class, a composite, two second-class carriages, and a guard's van, coupled in the order given.

It was timed to run to Hitchin, which is $26\frac{3}{4}$ miles from Cambridge, in 55 minutes, and it was to stop at Mildreth, Royston, and Baldock stations, besides slackening speed at Shelford junction, at Harston Bridge, which was undergoing repair, and at Shepreth station, to drop the train staff or ticket. Allowing 10 minutes for these delays, the speed at which the train had to travel was between 35 and 36 miles per hour, so as to keep time.

On the 31st May it proceeded all right from Cambridge, till it passed through Foxton station. It was due to pass that station about 7.21 p.m., and it passed about 7.33, according to the evidence of the Foxton station master, and about two minutes earlier, according to the evidence of the guard of the train, and other witnesses.

The driver does not appear, therefore, to have made up the time which was lost in leaving Cambridge, by travelling at unusual speed as far as Fox-

ton station. He states, that he passed Foxton at 25 to 30 miles per hour. The guard estimates the speed at 25 miles per hour, and the Foxton station master stated, that the speed on the 31st May was greater than usual, and estimated it at 50 miles per hour; it probably was 35 or 36 miles per hour, judging from the effects, and the speed at which the train was timed to run.

When the train got about 500 yards west of Foxton station, the guard, who was in the van, at the tail of the train, noticed that the leading van was jumping, and that it was off the rails; he applied his break at once. The driver of the train appears to have felt his engine jump, and to have noticed the van off the road, about the same time as the guard, as he whistled for the guard's break, told his fireman to apply the tender break, and reversed his engine, immediately after the guard had applied his break. The train travelled 484 yards from the spot where the van got off, before it was stopped. The road was not much injured.

A mark at the end of one of the near-side rails, just before the marks on the ballast, showed where the van got off. The joint chair at this spot was broken across the sole, and the preceding rail, at the same side, was described by the Shepreth station master, as bent outwards, and by the foreman of the plate-layers in charge of the road, as being somewhat down in the centre. The rails, up to the place where the train was stopped, are said not to have been much disturbed, but two were knocked out on the north side at the place where the last carriage of the train stopped; small pieces were knocked off the ends of the two cast-iron girders of an under bridge over which the train passed, a hole was made in the centre of the wooden platform of the bridge, and about eight or nine chairs are reported to have been broken.

The engine, and the van at the tail of the train, were the only vehicles on the rails when the train came to a stand.

The van next to the engine was off the rails, the composite carriage next to it was turned over the bank, on its side, the first-class carriage and composite that came next, were partly over the bank, hanging by the couplings, and supported by the telegraph post. The next two second-class carriages were standing on their wheels, but were off the rails on the north side of the line.

The permanent way consisted of a single-headed rail, which weighs 65 lbs. per lineal yard. It is laid in 15 feet lengths, and is carried in large iron castings, commonly called cast-iron sleepers.

The castings that take the joint of the rails are 3 ft. 9 in. long, and weigh 1 cwt. each. The intermediate castings are 2 ft. 9 in. long, and weigh $\frac{1}{2}$ cwt. each.

There are three castings to each length of rail. Those at the joints are tied to the proper guage with strong wrought-iron bars.

These castings, or cast-iron sleepers, as they have been broken from time to time, have been replaced with transverse wooden sleepers. Three sleepers have been inserted in place of the joint castings, where the latter have been broken, and one intermediate sleeper, where the rails have been out of gauge, or shown other deficiencies about the centre.

The cast-iron joint chairs used with the wooden sleepers weigh about 33 lbs., a few are only 26 lbs. The other cast-iron chairs weigh about 28 lbs. each, and some of them only 16 lbs. These chairs were fastened to the transverse wooden sleepers, with wrought-iron spikes.

It was one of the joint chairs that gave way on the 31st May.

The length of rail next preceding the broken joint chair appears to have wanted support about the centre. There was no intermediate sleeper, and the joint chair appears to have given way, under the additional strain that was brought on it, in consequence of the want of support about the centre of the rail.

The line at the place is straight, and the gradient rises 1 in 1270 towards Shepreth. The cast-iron sleeper road is now almost obsolete, and the substitution of three transverse sleepers, with 26 to 33 lbs. joint chairs, and 28 and 16 lbs. chairs at each side, without fish plates; for the old cast-iron joint sleepers, which weigh 1 cwt. each, do not make a railway fit to run over at express speed, or with trains timed to travel 30 to 36 miles per hour.

The accident was caused by running at too high speed over a weak and indifferent road, and I recom-

mend, that the speed of all trains be reduced to 20 miles an hour, till such time as a good rail, properly fished, and laid on wooden sleepers is substituted for the present road.

It appears that the driver of the Great Northern train, previous to the accident, had made some remarks relative to the bad state of the road, to the sub-inspector of permanent way of the Great Eastern Railway Company, who was in charge of the Shelford and Shepreth section of the line, but he had never made any report to his own officers, who were the proper persons for him to report it to.

I have, &c.

F. H. RICH,
Capt. R.E.

*The Secretary of the
Board of Trade,
Railway Department.*

GREAT NORTHERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 30th June 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the directors of the Great Northern Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by their Lordships to inquire into the circumstances connected with the double collision between goods trains which occurred in the Welwyn Tunnel on the Great Northern Railway on the 9th inst.

I am, &c.

W. D. FANE.

*The Secretary of the
Great Northern
Railway Company.*

SIR,

Dulwich, 22nd June 1866.

IN compliance with the instructions contained in your minute of the 11th inst., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the double collision that occurred in the Welwyn Tunnel on the Great Northern Railway, on the evening of the 9th inst., by which two men lost their lives and two others were injured.

There are two tunnels close to Welwyn Station on the north side.

The first tunnel is about 330 yards from the station, and is 448 yards long. The second (in which the collision occurred) is about 400 yards further north, and is 1,066 yards long. The railway, which is a double line through both tunnels, is straight, and rises towards Hitchin on a gradient of 1 in 200. The line is worked by telegraph on the interval system.

There is a telegraph signal station at Welwyn, and one at Knebworth on the north side of the tunnels. These telegraph stations are about $3\frac{1}{2}$ miles apart. The regulations of the Great Northern Railway are, that the signalman at Welwyn shall not allow a train to pass his station and enter the tunnel till he has received a telegraphic message from Knebworth, to say that the preceding train has cleared the latter station. At 11.20 p.m. on the 9th inst., a train consisting of an engine and tender, 38 empty coal trucks, and a guard's van, was allowed by the signalman at Welwyn to pass his station and proceed northward through the tunnels. This train passed through the first tunnel, and had got about 400 yards into the second tunnel when one of the tubes in the boiler of the engine burst, and in consequence of the water getting to the fire the engine had not sufficient power to draw the train, which came to a stand.

The driver sent his fireman back to the guard, who was in the van at the tail of the train, to ask what he was to do.

The guard Wray looked out of the window of his van, and replied that the driver was to push the train backwards to Welwyn station, which, owing to the falling incline, he might have done; but the driver, very properly refused to push back the train, it being dangerous to do so, and directly contrary to the regulations of the Great Northern Railway Company. The guard Wray should have got out of his van and gone back to protect his train, but he neglected this important duty, and was killed by the first collision. Rawlins, a servant of the Metropolitan Railway Company, who had formerly been employed at New England on the Great Northern Railway, was travelling in the van with the guard. He was so severely injured, that he died on the morning of the 12th inst. His travelling in the van was contrary to the regulations of the Great Northern Railway Company.

About 11.36 p.m. a Midland goods train, consisting of an engine and tender, 26 goods waggons, and a guard's van, arrived from London. The signals at Welwyn were at danger as this train approached Welwyn, and the driver slackened his speed, but when he got about 300 yards from the distant signal both it and the station signal were lowered for him to pass, and he stated that he entered the tunnel at a speed of about 20 or 25 miles per hour, and ran into the train of empties when he got about a third of the way through the second tunnel. The tunnel was full of smoke and steam, and the Midland driver got no notice of the danger, as he could not see the red lights on the guard's van, at the tail of the train of empties, till the moment that his engine struck the van.

His engine was knocked off the rails, and he was jammed against the fire box by the coals from the tender. He stated that he took about two minutes to disengage himself and assist his fireman and that then he heard an up train coming into the tunnel at the northern end. He started with his fireman to run towards Welwyn, which he had some trouble in reaching, as he had to climb over the "debris" of his train in the tunnel. He and his fireman had not got clear of their train when a Great Northern fast goods up train, consisting of engine and tender, 31 waggons, and two vans, came into collision with such waggons of the train of empties as had been thrown on to the up line by the collision with the Midland down train. The engine of the up train was thrown off the rails against the side of the tunnel; but what number of trucks of each train were thrown off could not be ascertained, as about four hours after the collision part of the trains in the tunnel caught fire and continued to burn till the afternoon of the 11th inst. Thirty trucks were burnt, and the engine of the Great Northern up train was a good deal injured by the fire. Fortunately, the drivers and firemen of the Midland goods and of the Great Northern up train escaped out of the tunnel immediately after the collision, and both Wray and Rawlins were found and got out before the fire took place.

The fire appears to have been caused by some of the naphtha from the lamps that the men were using whilst clearing the tunnel, having dropped in a burning state amongst a truck load of furniture, which had been packed in shavings, and which was scattered about in the tunnel by one of the collisions.

When the Midland down goods approached Welwyn about 11.36 p.m., the signalman at that station had not received the telegraphic notification from Knebworth that the train of empties which he had allowed into the tunnel at 11.20 p.m. had passed Knebworth, and therefore, before lowering his signals for the Midland goods, he telegraphed to the Knebworth signalman, to know if the train that entered at 11.20 had passed out. The Knebworth signalman stated most positively that he answered "No;" but the Welwyn signalman stated with equal decision that he received "Yes" in reply, and consequently that he lowered the signals for the Midland goods to pass in. This answer was received at 11.36 p.m., but the Welwyn signalman, considering that the telegraph announcing that the train of empties had passed Knebworth must have been sent at 11.30 p.m., when he was attending to the telegraphs relating to an up train, and that he must have missed observing it, entered the reply to his question as if he had received the telegraph notifying that the empties had passed Knebworth at 11.30 p.m. This was an incorrect entry, which he should not have made, and I am inclined to believe that the answer that he received was "No," but that in the hurry of the moment he read the "No" as "Out," which are somewhat similar on the telegraph instrument. "Out" would bear the same significance to him at that time as "Yes." The Welwyn signalman also disobeyed his instructions by the manner in which he asked whether the 11.20 train had passed out of the tunnel. He should have merely telegraphed to Knebworth, "train waiting."

The telegraph working at Welwyn and Knebworth is done with a single instrument, which is a speaking instrument with "Out" and "In" marked on it. The needle is pushed to the same side for "Out" and for "No;" the number of beats being the difference between them, and I think the Welwyn signalman mistook the reply sent from Knebworth.

The Knebworth signalman is borne out in his statement that he answered "No" by his refusing to acknowledge the "train in" signal which was given by the Welwyn signalman at 11.38 p.m. for the Midland goods. It is possible that he may have hastily replied "Yes," and immediately afterwards recollected, that there was a train in the tunnel, which was the case a short time since at Whitehaven; but I am more inclined to believe that the mistake was made by the signalman at Welwyn. I do believe that both signalmen intended to speak the truth, and that each feels confident in his own mind that the other committed the mistake.

The tunnel was not much injured. It appeared to have been originally a very good piece of work.

The bricks were burnt about $1\frac{1}{2}$ deep, and the air-shaft was a good deal split and cracked with the heat of the fire. The Great Northern Railway Company had cut out the burnt parts of the brickwork, and were proceeding with the repairs when I was there on the 12th inst.

The tunnel was cleared about 9.30 p.m. on the 11th inst., and the traffic commenced to pass through it at 3 a.m. on the 12th inst.

This melancholy accident was caused by the neglect of guard Wray, who appears to have remained quietly in his van at the tail of the train of empties for about 16 minutes after his train came to a stand, instead of obeying the regulations of the Great Northern Railway Company, which specially provide that the guards in such cases shall proceed back one mile to protect their trains, or till they meet another servant of the company, with whom they can arrange for the safety of their train, and that they shall not trust to the protection of the telegraph.

Secondly, a mistake occurs between the signalmen stationed at the north and south ends of the tunnels, who are charged with the protection of the interval by the telegraph, and who are not permitted to allow two trains travelling in the same direction to be in the interval between their stations at the same time.

The engine that broke down was built by Mr. Sizors of Leeds. It was delivered to the Great Northern Railway Company on the 14th March 1865, and had run 40,936 miles up to the 25th May 1866.

The tube that burst was a 2 in. copper tube. Its weight when new was between 24 and 25 lbs. and when taken out of the boiler after the accident it weighed $22\frac{1}{2}$ lbs. The part that burst was close to the fire-box at the upper side of the tube just where the flame strikes it. The engine was reported to have been in good order when it left London, and there is no reason to suppose otherwise, as the bursting was no doubt a sudden thing.

The Great Northern Railway Company are changing their system of telegraph. It is very desirable for them to do so and to adopt instruments for working the line which shall have the means of blocking over the needle to "line clear" or "line blocked," and to have separate speaking instruments.

I would also recommend a strict enforcing of the regulation that requires the guards to go back at once to protect their trains where they are stopped by unavoidable accident, as on the 9th inst.

There is no doubt that this most necessary precaution for the safeworking of all railways is too often neglected.

I have, &c.

*The Secretary of the
Great Northern
Railway Company.*

F. H. RICH,
Capt. R.E.

GREAT NORTHERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 16th July 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Great Northern Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the accident which occurred to a passenger train on the 3d instant, near Royston, on the Hitchin and Cambridge Branch of the Great Northern

Railway, recently transferred to that Company from the Great Eastern Railway Company.

I am, &c.

*The Secretary of the
Great Northern
Railway Company.*

W. D. FANE.

SIR,

Hampton Court, 10th July 1866.

IN compliance with the instructions contained in your minute of the 4th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of

my inquiry into the circumstances which attended the accident that occurred on the 3d instant, near Royston, on the Hitchin and Cambridge Branch of the Great Northern Railway.

The 10.20 a.m. passenger train from Hitchin, for Cambridge, left Hitchin at 10.25 on that morning, consisting of a tank-engine, two first-class carriages, and two second-class break-carriages, one behind the engine, and the other, in which the guard rode, at the tail of the train. It ran as usual for $10\frac{3}{4}$ miles, but about 2 miles from Royston the engine left the rails, and, after running along the ballast for 60 or 70 yards, turned to the left, and rolled over into a field, a few feet below the level of the line. The couplings having become detached, the carriages ran forward about 30 yards further, when the leading break-carriage fell over on its side, close to the Litlington level crossing, and the others were brought to a stand, on their wheels, and in their proper order, but off the rails, behind it. The leading carriage was much damaged, and the front end of the first-class carriage behind it was stove in. The front axle of the leading carriage was bent, so as to throw the wheels about $\frac{3}{8}$ ths of an inch out of gauge, and the left wheel was strongly marked, apparently by blows which it received by coming into collision with the left trailing wheel of the engine, on which corresponding marks were observable.

The driver and fireman were unfortunately killed on the spot, and nine passengers were injured, of whom two were in the employment of the Great Northern Railway Company, and seven were workmen engaged on the telegraph.

The engine that thus left the rails was a *single* tank-engine, with cylinders (inside the framing) 15 inches in diameter, and a stroke of 20 inches. It had only run 330 miles since its last thorough repair, completed in December 1865, before being set to work in April on the Cambridge Branch. It has since that time run 6,647 more miles. There were compensating levers between the driving and the trailing springs. The total wheel-base was 16 feet 6 inches, of which 5 feet 9 inches was between the leading and driving axles. The total weight, as found at Hitchin subsequently to the accident, was 22 tons 18 cwt. 2 qrs., of which 8 tons 3 cwt. was on the leading, 7 tons 15 cwt. on the driving, and 7 tons 0 cwt. 2 qrs. on the trailing wheels. The tyres of the wheels were much marked, and those of the leading wheels, evidently from running over the chairs. The inside right driving spring was broken, apparently as a result of the accident; and as the right leading spring presented a suspicious appearance, I requested that it might be taken to pieces. Out of 16 plates of which that spring was composed, the two highest were fractured under the buckle, and the appearance of the fractures left no doubt that they must have occurred some time previous to the accident. The height of this spring inside the buckle was $5\frac{1}{4}$ inches, while the opposite, or left leading spring, was composed of 14 plates, and was 5 inches high.

This engine was, as a tank engine, adapted to run steadily, though it could not be expected to travel so steadily or to be so safe as a tender engine, and particularly on a bad road, such as that on the Cambridge and Hitchin Branch; and, indeed, it is not desirable to employ tank engines with passenger trains.

The permanent way was laid with double-headed rails weighing 72 lbs. to the lineal yard, and in lengths of 16 feet. The joints of the rails were not fished. The chairs weighed 40 lbs. each under the joints, and 21 lbs. each under the intermediate portions of the rails, and were of the old Great Northern pattern, with large holes for treenails. The sleepers were only four in number under each rail, at distances of about 3 feet 8 inches apart at the joints, and 4 feet 4 inches apart under the intermediate portions of the rails, from centre to centre. The chairs were fastened to

the sleepers, partly by treenails only, partly by tree-nails with spikes through them, and partly by iron spikes in wooden ferules.

At 70 yards behind the point where the engine turned into the hedge, there was a flat place on a rail on the left, where it had been struck on its west end as if by the tyre of a wheel. Forward from this flat place on the rail, the chairs were marked on the inside of the right rail as if from the flange of a wheel-tyre, and new chairs had been inserted under the left rail for three rail-lengths, or 16 yards. The end of a rail on the left was there still more heavily indented, as if by another wheel, or other wheels, passing over it; and a line, about four feet in length, showed where the flange of a wheel-tyre had run along it before dropping off on the outside. From this point the line was more or less broken up as the result of the accident. It was observed after the accident that the rails were in a *wavy* condition for some 220 yards towards Hitchin.

This last condition of the line must have been produced, at least in part, by the passage of previous trains, in consequence of the weakness of the permanent way from the distance between the sleepers, some of which were in the last stage of rottenness. And I am of opinion that the left leading wheel of the engine mounted the left rail at the first flat place above referred to; that the leading wheels there left the rails, marking the chairs on the right, and fracturing those (which would not for any other cause have been replaced by new ones) on the left; that the left driving wheel mounted the left rail at the second indented joint; that the driving wheels there dropped off the rails; and that the engine, in its further progress, until it turned off altogether to the left, so tore up the permanent way as to cause the carriages to leave the rails in its wake.

The wavy condition of the line, the broken spring on the right leading end of the engine, and especially the two defective joints which the engine must have met with to enable the wheels to mount the rails, as shown by the marks upon them, all contributed to cause the accident.

I find that this portion of railway, which had been for some 14 years in the charge of the Great Eastern Company, was taken over, at the expiration of the agreement under which it was worked, by the Great Northern Company, on the 1st April last. I learn from the engineer of the Great Northern Railway that he inspected it, with the engineer of the Great Eastern Company, in December 1865, and that he then required that 11,400 new sleepers should be inserted in the permanent way; but this not having been done, the same number of new sleepers were handed over to the Great Northern Company, with the line, in April. Out of 18 miles of double or 36 miles of single line thus taken over, 11 miles have since been re-laid, with fished joints, and sleepers 2 feet apart at the joints, and 2 feet $9\frac{3}{4}$ inches apart in the intermediate spaces; besides which, 5,000 new sleepers have been inserted by the ordinary gangs. I am glad to learn also that, in addition to a greatly increased force of men which was employed after the line was taken over in April, the numbers have been still further augmented, so that the re-laying of the whole 18 miles may be completed in 12 weeks from the present time. The joints of the rails and the fastenings of the chairs should, in the meantime, be very carefully attended to. Orders have wisely been given to slacken the speed of the trains pending the completion of this re-laying; and the posts have been erected, and wires strained, for providing telegraphic communication, which, strange to say, had not previously been supplied.

I have, &c.

H. W. TYLER,
Capt. R.E.

The Secretary
Board of Trade,
Whitehall.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

Board of Trade
(*Railway Department*),
Whitehall, 19th July 1866.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London, Brighton, and South Coast Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred at the London Bridge station of the London, Brighton, and South Coast Railway, on the 22nd May last.

I am, &c.

W. D. FANE.

The Secretary of the
London, Brighton, and
South Coast Railway
Company.

Board of Trade
(*Railway Department*),
Whitehall, 16th July 1866.

SIR,

I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 28th May, the result of my inquiry into the circumstances which attended a slight collision that occurred on the 22nd May, at the London Bridge station of the London, Brighton, and South Coast Railway, on which occasion about seven passengers were slightly injured.

It appears that as the 5h. 20m. p.m. train, consisting of an engine and 12 carriages, was leaving the eastern side of the Crystal Palace platform, about two minutes after the proper time of starting, it was at once followed by engine No. 180, (which had brought this train of carriages to this platform a little after 5h. p.m. from the Crystal Palace), in accordance with the usual practice at this station; but as soon as it began to move, the platform inspector, who had given the signal for the train to start, in the belief that all the passengers had got into the train, saw some passengers rush towards the last vehicle but one in the train, and he gave a signal to the driver to pull up, which was done, it is said, before the train had moved 20 yards. The driver of the engine No. 180, which was following the passenger train, did not observe the signal from the platform inspector for that train to pull up, and in consequence the following engine ran into the break van at the tail of the passenger train, and caused a slight shock, but nothing was knocked off the rails, and no damage was done to any of the rolling stock.

The platform inspector gave the signal for the passenger train to stop, as he was afraid that some of the passengers who were in the act of trying to get into the carriages after the train was in motion would be thrown under the wheels; but it seems that he did not take sufficient care in the first instance to ascertain that all the passengers had taken their seats; and knowing the practice adopted at the station of allowing an engine immediately to follow a departing train from this platform, he made a great mistake in signalling the driver of the passenger train to stop after he had once put him in motion. Several inspectors or ticket collectors were employed at this platform to assist in getting the passengers into the several carriages, and one of these inspectors informed me that three passengers were on the platform when the platform inspector gave the signal for the train to leave; two of these passengers got into the compartment of a first-class carriage (which already had its proper complement of passengers), as the train moved ahead, and they got out again when the train stopped; but the other remained on the platform. It is customary for these inspectors to signal to the platform inspector when all the passengers have entered the carriages, but this inspector had not given any signal on this occasion, and the train was started without it.

More care should be exercised by the platform inspector to ascertain that all the passengers are in the train, and when once started, with an engine immediately following it, the train should not be stopped.

The engine which followed the passenger train out from the east side of the Crystal Palace platform was going out, in order to get in front of another train of carriages which was then standing on the line on the western side of the Crystal Palace Platform, and which was to leave at 5h. 33m., and also to leave the eastern side clear for the next incoming train from the Crystal Palace, due at 5h. 23m., or about the time when the collision took place. The driver of No. 180 engine has been blamed for not keeping a better look out; but in my opinion it will be desirable to adopt the practice followed at some of the other metropolitan terminal stations, of keeping the following engine at the platform until a specific signal is given that the line is clear for it to leave, either to go to the coke shed, &c., or to get in front of some other train.

I am, &c.

W. YOLLAND,
Colonel.

The Secretary of the
Board of Trade,
Whitehall.

LONDON AND NORTH-WESTERN RAILWAY.

Board of Trade
(*Railway Department*),
Whitehall, 1st June, 1866.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London and North-western Railway Company, the enclosed copy of the report made by Capt. Rich, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred at the Crewe Junction on the London and North-western Railway, on the 16th ultimo.

I am, &c.

W. D. FANE.

The Secretary of the
London and North-western
Railway Company.

Board of Trade
(*Railway Department*),
Whitehall, 30th May 1866.

SIR,

In compliance with your minute of the 18th inst., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the collision that occurred on the 16th inst., on the Crewe and Shrewsbury Section of the London and North-western Railway.

The Crewe and Shrewsbury line joins the London and North-western main line to London, about half a mile to the south of Crewe station. The sidings and arrangements at Crewe are undergoing considerable alterations and additions, which are very much needed for the very large traffic at that station.

The North Staffordshire Railway joins the London and North-western main line to London, close to the

junction with the Crewe and Shrewsbury line, and the points and signals for the junction of both lines are worked from the same box.

On the 16th inst. a goods train from Manchester, which consisted of an engine and tender, 45 waggons, and a guard's van, pulled up at 11.30 a.m., at the sidings on the south side of Crewe station.

Thirty-six of the waggons were for the North Staffordshire Railway, and were after a delay of about 20 minutes taken on to that line. Seven salt trucks, two empties, and a guard's van, which were to be sent on to Yorkshire, were uncoupled and left on the main line, as the sidings were undergoing alterations and could not receive them. These nine trucks and the guard's van were pushed forward on to the Crewe and Shrewsbury line, first by a North Staffordshire engine, and a second time by a London and North-western goods' engine, that was taking some waggons on to the down sidings on the Shrewsbury line. To get to these down sidings it was necessary to push the salt waggons, which were on the up line, beyond the cross-over road to the down line, which cross-over road, is about 250 yards south of the junction box on the main line. The sidings at each side of the Crewe and Shrewsbury main lines, are protected by the man at the junction box on the main line at the north end, and by a signalman, stationed for the purpose in a box, at the south end.

The distance between these two signalmen's boxes is about half a mile, but the railway is on a considerable curve, and neither of these men have, therefore, a clear view along the line.

The signalman at the south end works an auxiliary signal, which is placed close to the junction box at the north end of the sidings, and the junction signalman at the north end works his junction signals subject to this auxiliary signal.

The salt trucks which were left standing on the up main line to Shrewsbury, could be seen by the man in the north junction box, but not by the man in the south junction box. It appears, however, that the man in the north junction box forgot that they were there, and did not carefully examine the Shrewsbury up line, before lowering his junction signals for the 12.30 passenger train from Crewe to Shrewsbury. He states, that before lowering his signal he looked round, and seeing that the auxiliary from the south box was lowered, he took down his junction signal, without observing the salt trucks on the main line.

Though he could have seen these if he had looked attentively, they do not appear to have been prominently in view, owing to the curve in the line, and the waggons that were standing in the sidings at each side of the line. The shunter, when he left the salt waggons there, did not notify it to the junction man, which he should have done, but it seems that he was not in the habit of doing so, under the belief that the junction man could see them himself. The fact is, the waggons were left on the Shrewsbury up main line for more than half an hour, and forgotten by the junction man and the shunter, who were both engaged with other matters during that time, and expected that they would have been taken away before the Shrewsbury passenger train passed. Both men, consequently, failed to take the necessary steps for their safety.

The 12.30 passenger train, consisting of an engine and tender, two composites, one 1st class, one 2nd class carriage, and a guard's van at the tail of the train, left Crewe for Shrewsbury at its proper time. The junction signals were lowered, and it ran past the junction at a speed of about 12 miles per hour. After passing the junction the fireman commenced firing, which he should have avoided doing till he was clear of the sidings, and the driver, who was evidently not keeping a good look out, failed to observe the waggons that were standing about 250 yards from the junction

on the same road that he was travelling on. He states that he observed the waggons when he was about 90 or 100 yards from them, but the fireman states that when the driver called to him to look out, that he dropped his shovel, stood to his break, and that the waggons were only about 40 yards from him. The driver states that he shut off steam, reversed his engine, and put on steam again, but that he had no time to sound his whistle for the guard's breaks, and the guard, who was sorting letters, knew nothing of the danger till the collision took place. It is, therefore, evident that the driver cannot have observed the waggons till he got close upon them. He states that he ran into the guard's van, at the tail of the salt waggons, at a speed of eight or nine miles per hour, which is probably about correct. The buffer beam of his engine and buffer castings were broken, and the smoke box slightly damaged. Only one of the carriages in the train was slightly damaged, and none of the vehicles of the passenger train left the rails.

The driver was shaken. The fireman jumped off, and the guard had his nose slightly cut. Three of the passengers are reported to have been slightly injured, but all of them continued their journey when the train was again started from Crewe at 1.26 p.m. on the same day.

The two hind wheels of the guard's van, attached to the salt waggons, were knocked off the road, but no injury appears to have been done to any of the vehicles of this train.

The cause of the accident was, leaving the trucks on the main line without making any provision for their protection. The shunter and the signalman at the junction, who were both responsible, forgot all about them, which is certain to be the case, where it is a practice to leave portions of trains standing on the main lines, for periods more or less prolonged, according as accident or work detains the engine and driver that are intended to return and take them away.

The extension of the station arrangements at Crewe will, I presume, prevent the necessity of thus leaving trains on the main line; the proposed raising of the junction box will give the signalman a better view of the lines, and the locking of the points and signals, which is also to be adopted, will afford very great additional security.

The driver of the passenger train to Shrewsbury stated, that the junction signals were not lowered for him till he got within 50 yards of the junction, and that he was running at a speed of 12 miles an hour at the time. He appears, according to the evidence of the fireman (who states that the junction signals were lowered while he was several hundred yards from the junction) to be mistaken as to when the junction signals were lowered, and I should hardly suppose that if a driver was rash enough to run within 50 yards of junction signals, which were against him, at such a speed, that he would confess to having done so; but the statement led to my examining the regulations in force on the London and North-western Railway, and it appears that those regulations authorize a driver to run close up to a junction signal which is against him, and do not provide for his remaining at a reasonably safe distance. This appears necessary in cases like Crewe, where there is no auxiliary signal from the junction on the Crewe side of the junction. As the points of the junction are frequently, as at Crewe, some little distance in front of the signals, a driver, who overran those points and caused an accident, would naturally plead his misjudgment of the distance, and shelter himself under those regulations, which admit of his running close up to the signals.

I have, &c.

*The Secretary of the
Board of Trade
(Railway Department),
Whitehall.*

F. H. RICH,
Capt. R.E.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 29th June 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London and North-western Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by their Lordships to inquire into the circumstances connected with the accident which occurred on the 21st ultimo to an excursion train near the entrance to the Watford tunnel, on the London and North-western Railway.

My Lords trust that the directors will give Colonel Yolland's report their most careful consideration.

I am, &c.

*The Secretary of the
London and North-western
Railway Company.*

W. D. FANE.

*Railway Department,
Board of Trade,
Whitehall, 25th June 1866.*

SIR,

I HAVE the honour to state for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 23rd ultimo, the result of my inquiry into the circumstances which attended the accident that occurred on the 21st ultimo to an excursion train, through coming in contact with the abutment of an over-bridge a short distance north of the north end of Watford tunnel, on the main line of the London and North-western Railway.

About 30 passengers are stated to be suffering from injuries received, and of this number, four received somewhat serious shocks to their systems, and upwards of 200 passengers have made claims for damages to clothing, detention, and alleged injuries, and have been settled with by the company for trifling amounts of compensation.

There are three lines of rails at this place, two used for up and one for all down trains, but the tunnel at Watford was not constructed wide enough for three lines of rails placed at the usual distance of six feet apart, and in consequence and to avoid facing points on the main line, the third line of rails, which is mostly used for goods and mineral traffic, is placed close alongside of the second or main up line of rails in the tunnel, and the proper width for three lines of rails is maintained to within a short distance of the two ends of the tunnel.

There is an over-bridge situated about 510 yards north of the north end of the Watford tunnel, and the third line of rails placed at a distance of six feet from the adjacent up line actually terminates in a blind siding at the north side of this bridge, the siding being entered by a pair of facing points, 70 yards north of the bridge; these facing points are set for a train to run into the blind siding instead of running out towards, and thus fouling, the second or main up line, in the event of an up train on the third line not stopping, as it should do, short of the facing points, until permission is given by the signalman to proceed. A fixed signal is placed close to the facing points, which always stands at danger. There is also a signal box close alongside of the down main line, opposite to these facing points, and the signalman works a distant signal for the third line, 740 yards north of the fixed signal, in addition to other signals for the other main lines. This distant signal is used in an exceptional manner, and is only placed at danger when there is another train on the third line between the distant and fixed signals, so that it does not tell a driver on the third line whether he is to be permitted to run out from the third line, and thus to foul the second or main up line, or to remain in the siding, unless it indicates that there is another train on the same line in front of him, between the distant and

fixed signals. The permission to proceed is given by a hand signal-flag by day, lamp by night. But it is distinctly understood by the servants of the railway company, that all trains on this third line are by the regulations directed to stop short of the fixed signal.

Unfortunately, like a great many other good regulations, this one is not always observed, and a practice had grown up of allowing trains to run out, towards the main up line, without having actually stopped.

On the 15th May, the superintendent of the south division of the London and North-western Railway, issued printed instructions with reference to the running of the Whitsuntide excursion trains, directed to commence on the 19th May, and among the number, up excursion trains were to be run on the 21st instant, from Northampton, Oxford, and Banbury to London. The Oxford and Banbury trains were directed to be united at Winslow, and the Northampton train to be united with the others at Bletchley.

The Northampton train, consisting of 18 vehicles and two guards' break vans with one guard, reached Bletchley station, according to the guard, at 8h. 42m. a.m. The Oxford and Banbury united train, consisting of about the same number of carriages, drawn by two engines, and with two guards and two break vans, reached Bletchley about 8h. 48m. or 8h. 50m. a.m., according to the guard of the Oxford train, and the driver of the Oxford train engine was then told to turn his engine, and attach on to the united train, in front of the Northampton train engine. Some of the carriages were so full when these trains reached Bletchley, that the station master had three more carriages added on to the united trains, which left Bletchley about 9h. 7m. a.m. It then consisted of two engines and 44 vehicles, including three break vans with three guards, one break next to the engine, a second, the 23rd from the engine, and the third at the rear of the train. This train, travelled on the main up line to Tring station, which was reached at 9h. 42m. a.m. Both engines took in water, and the train proceeded at 9h. 47m. a.m. along the third or up goods line.

It went on all right past King's Langley Station, 10 $\frac{1}{4}$ miles from Tring, and the driver of the leading engine says, that he there shut off the steam, and ran a short distance before putting on the tender break, and that they had reduced the speed to about 8 or 10 miles an hour when they reached the third line distant signal, when he felt confident they would be able to stop; that the tender break was eased off till they reached the beginning of the cutting, before coming in sight of the main signal for the third line (this is the fixed signal before referred to), and then the break was again put on. He then found very little diminution of the speed, and signalled to the guards, by sounding the whistle, to put their breaks on, but as the speed of the train did not diminish, he then reversed his engine, when about 30 yards from the facing points, and turned on the steam the reverse way, but he still found that the speed was not diminished as he expected, and they ran over the facing points along the blind siding until the train came in contact with the buffer stops and the abutment of the bridge. He says that he was perfectly aware that he ought to stop, but was under an impression that he was not assisted by the guards' breaks, and that he did not know what number of breaks were on the train. The fireman of this engine entirely supports the driver's statement. The driver of the second engine agrees with the driver of the first engine, as to shutting off the steam after passing King's Langley, and states that they applied the tender break directly after passing the third line distant signal (which was off) and as soon as they came in sight of the main third line signal, they whistled for the guards to put on their breaks, and finding that they did not put on their breaks, he reversed his engine and put on the steam the reverse

way. The fireman of this engine tells the same story, and adds that they reversed the engine and did all they could, but the weight of the train was so great, that they found there was not break power enough to stop it. The guard of the Banbury portion of the train, who rode in the van next the second engine, states, that the steam was shut off just before they got to the third line distant signal, and he then put his break on, and then the engine beat a little, as if steam had again been put on, after they had passed the distant signal, and he eased off his break a little; that he saw the red flag from the signal box, about 150 yards, or a little more, from the box, and he then put his break hard on, and kept it on, and it was on when the engine ran against the bridge.

The guard of the Oxford portion, riding in the middle of the train, says that he kept a look out the whole of the way, and that there was no alteration of the speed between Tring and King's Langley, and that they travelled at from 16 to 20 miles an hour. After passing King's Langley, he saw that the third line distant signal was off, and he put his break on as they were passing the signal, because he knew they were to stop, and kept it on (as that kind of break is apt to fly off, not being fastened by a strap) until the engine ran against the bridge.

The guard of the Northampton portion of the train says the steam was shut off on nearing the distant signal, when nearer to the distant signal than to King's Langley, and he then put on his break, and kept it on till the accident took place, and left it on when he ran back to stop the 7h. 30m. a.m. up Birmingham express passenger train.

The train after passing the facing points ran along the blind siding, carrying away the stops placed at the end of it, and the leading engine ran against the abutment of the over-bridge, and somewhat damaged the brickwork; its tender was crushed and twisted round, and separated from the engine; the next engine ran past the stops and fell over on its left side; the guard's van next this engine was greatly damaged, and it is very remarkable that the guard in it escaped without being injured; the two next carriages ran off the rails and were slightly damaged. The drivers and firemen all jumped off their engines before the accident occurred, and they state that they were not running more than five or six miles an hour at the time, but this rate is probably greatly under-estimated. The signalman on duty opposite to the facing points, leading out of the third line, states that the 7h. 30m. a.m. Birmingham up express train was telegraphed forward from Tring, as having passed at 9h. 57m. a.m., and in consequence it was due to pass his box at 10h. 11m. or 10h. 12m., and it was signalled forward by the train line telegraph from King's Langley, at 10h. 6m. or 10h. 7m., being late that morning. The excursion train was signalled forward in about 1 minute or 1½ minute after the other, and when the excursion train came in sight, the signalman says that he showed the driver a red flag to stop, and when he found that the drivers could not stop he put all his signals at danger, and blocked the line by telegraph to Kings Langley on one side, and Watford on the other. The excursion train passed his box at 10h. 10m. or 10h. 11m. I do not see that there are any grounds for blaming the signalman on this occasion. The arrangement is not a good one to have a fixed signal opposite to the facing points and a distant signal that shall not be placed at "danger" for the train to stop, except when there is actually a train between the distant and fixed signals. It is better, if possible, to avoid exceptional cases, and not to make regulations, such as that relating to the stoppage of every train on the third line, short of the facing points, which is certain to be

broken, and I therefore recommend that the signal and distant signal should be made use of to warn drivers at a distance that they are to run out from the third line, or to stop there, as the case may be. A change is also required with reference to the train line signalling. The "train on line" signal, should not be given on from one station to the next in advance when the line is clear, until the train is seen to be close on the station giving the signal. If the Birmingham up express train had not been signalled forward from King's Langley, before it was seen to be closely approaching that station, it is probable that the excursion train would have been allowed to proceed, and have got clear through the Watford tunnel before the other came up to the signal box.

The collision would not have happened, if the drivers of the engines of the excursion train had obeyed the company's regulations, and stopped short of the facing points; but it is very evident they expected to be allowed to run out toward the main up line, and were running very much faster than they admit, but not faster, probably, than their regulations authorized as their average speed south of Bletchley.

They complained of the guards not putting on their breaks, but the guards all assert that they did put them on, but not in obedience to any signal, as they heard no whistle sounded, and it is useless to expect that the whistle from an engine can be heard under all circumstances in the middle or tail end of a long train.

The drivers were much to blame for not having brought their train to a manageable rate of speed before they reached the distant signal, but they had a very heavy train behind them, and probably did not know from experience the difficulty which they would have in stopping it.

I think the company's management of the working of traffic is open to improvement. This is the largest and most important railway company in the United Kingdom, and it must necessarily employ a very large number of station masters. At present, these station masters have no instructions, printed or otherwise, limiting the number of vehicles that should be sent forward as a passenger train, and they are not told what number of guard's break vans and guards, or what proportion of breaks should be attached for the number of carriages, and they cannot all be expected to know what is deemed sufficient; so that, in this instance, an unwieldy and unmanageable train, consisting of two engines and 44 carriages, is sent forward from Bletchley, only provided with one break for every 14 carriages, in addition to the breaks on the two tenders. An excursion passenger train should not consist of more vehicles than the engine which draws it is fully capable of managing over the inclines on the road on which it has to travel, and in my opinion it is impossible to offer any excuse for sending out a train with such an insignificant proportion of break power, when three or four times that amount, might, by means of continuous breaks, have been attached to the train, without sending any additional guards. It is hopeless to expect any improvement in this respect, while such an example is set by the London and North-western Railway Company.

The officers of the company are somewhat disposed to blame the Bletchley station master, for not having sent the trains forward separately, as they arrived, but I must observe that he obeyed the printed instructions issued for his guidance, and might possibly have been blamed if he had acted differently in the event of a mishap occurring.

I have, &c.,
W. YOLLAND.
Colonel.

*The Secretary of the
Railway Department,
Board of Trade.*

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE AND LANCASHIRE AND
YORKSHIRE JOINT STATION AT STALEYBRIDGE.

*Board of Trade
(Railway Department),
Whitehall, 17 July 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade, to transmit to you, to be laid before the Directors of the Manchester, Sheffield, and Lincolnshire (Lancashire and Yorkshire,) Railway Company, the enclosed copy of the Report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred on the 13th ultimo, at the Victoria junction of the Manchester, Sheffield, and Lincolnshire, and Lancashire and Yorkshire Railways, at Staleybridge.

*The Secretary of the
Manchester, Sheffield,
and Lincolnshire
Railway Company.
The Secretary of the
Lancashire and Yorkshire
Railway Company.*

I am, &c.,
T. H. FARRER.

*Board of Trade,
(Railway Department),
Whitehall, 11th July 1866.*

SIR,

I HAVE the honour to state for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 20th ultimo, the result of my inquiry into the circumstances which attended the collision that occurred on the 13th ultimo at the Victoria junction, Staleybridge, between two passenger trains belonging to the Lancashire and Yorkshire and the Manchester, Sheffield, and Lincolnshire Railway Companies, when four passengers in the Lancashire and Yorkshire train, and one passenger in the Manchester, Sheffield, and Lincolnshire train, are reported to have been injured, one of the number severely.

The Staleybridge branches belonging to these two Railway Companies unite at the Victoria junction, situated about 150 yards west of the west end of the south platform of the Staleybridge station; and it appears, that as the 4 h. 35 m. p.m. up train of the Lancashire and Yorkshire Railway, consisting of an engine, break van, and three carriages, on its way to Manchester from Staleybridge, when travelling at from 8 to 10 miles an hour, was run into by the 4 h. 0 m. p.m. Manchester, Sheffield, and Lincolnshire train, proceeding in an opposite direction from Guide Bridge to Staleybridge, as it passed across the up line of the Manchester, Sheffield, and Lincolnshire branch line. The junction signals were all right for the Lancashire and Yorkshire train to proceed, and the driver of the Manchester, Sheffield, and Lincolnshire train admits that both the distant and junction signals were on at "danger" against him, and he states that he sounded the engine whistle in order to get them taken off; he thinks he passed the distant signal, which is 430 yards from the spot at which the collision took place, at the rate of about 15 miles an hour, while the guard of the train estimates the rate at from 25 to 30 miles an hour. The driver further states, that between the distant signal and the junction, he whistled for the guard's break to be applied, and adds, in which he is supported by other testimony, that he had almost brought his train to a

stand, when it fouled the other line and was struck by the Lancashire and Yorkshire Railway train.

One of the carriages in the last train was badly damaged, and two others slightly so, and the buffer plank and framing of the engine of the Manchester, Sheffield, and Lincolnshire train were broken. Nothing was thrown off the rails, and the passenger who was most seriously hurt, had his leg broken while riding in the second compartment of a third-class carriage in the Lancashire and Yorkshire train, by the body of the carriage being knocked in by the engine of the other train. The collision might have been avoided at the last moment, if the signalman had had the presence of mind to turn the Lancashire and Yorkshire train on to the Manchester, Sheffield, and Lincolnshire branch.

The Manchester, Sheffield, and Lincolnshire rules and regulations are quite explicit as to the driver's duty on such an occasion. Rule 26 page 14 says in the afterpart of the rule, "when a train approaches a station or junction and the distant signal shows 'danger,' it must come to a stand at the distant signal post, and then *immediately* draw slowly up to the station or junction, so as to be protected by 'the distant signal.'" The rule is unexceptionable; but unfortunately it is seldom or ever obeyed; and it is admitted that the practice on the line is for engine drivers not to stop at a distant signal, unless they see some obstruction on the line. They run past the distant signal, whistling for the signals to be taken off, and then, sometimes, when it is too late, endeavour to stop.

In this instance, there was no obstruction visible on the line between the distant signal and the junction, when the driver ran past it, and it was only as he came up to the crossing that the Lancashire and Yorkshire train passed outwards from Staleybridge station. The driver is described as being a very good driver, of 20 years' experience; but there is no doubt that he was alone responsible for causing this collision, by keeping on the steam too long, and running past the distant signal, instead of stopping at it and then drawing slowly up to the junction.

Railway Companies can never expect to be free from this class of collision, until they uphold the discipline on their lines. If they make rules and regulations, they should take the necessary measures for upholding these rules, so that it appears to me that the Company's management must be held responsible for the toleration of the practice to which I have referred.

I should add, with reference to the letter from the Mayor of Staleybridge, who reported this collision, (and not either of the Railway Companies as they are bound to do in compliance with the law,) that it cannot in any way be connected with the condition of the Staleybridge station, to which he has again called their Lordships' attention. I was informed that the engineers of these two lines had not yet had time to consider the question of what was best to be done at Staleybridge station, in consequence of the pressure of matters before the Parliamentary Committees.

*The Secretary of the
Board of Trade
(Railway Department).*

I have, &c.,
W. YOLLAND,
Colonel.

NORTH LONDON RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 5th June 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be

laid before the Directors of the North London Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred on the 19th ultimo,

at the Shoreditch Station on the North London Railway.

I am, &c.,
 W. D. FANE.
*The Secretary of the
 North London
 Railway Company.*

*Board of Trade,
 (Railway Department),
 Whitehall, 2nd June 1866.*

SIR,

I HAVE the honour to state for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 22nd ult., the result of my inquiry into the circumstances which attended a collision that occurred on the 19th ult., at the Shoreditch Station of the North London Railway, when the driver, Wm. John Ellis, of the engine of the leading train, was killed, and about 9 passengers were injured, none, it is hoped, very seriously.

There are three lines of railway at the Shoreditch Station, two up lines from Dalston Junction to Broad Street (City) Station, and one down line from Broad Street to Dalston Junction. No. 1 up line is used for all stopping trains, and No. 3, the second up line, for trains that do not stop at all the stations. No. 2 down line is used for all down trains. The station is protected by station signals, one arm for each line, situated at the north end of one of the station platforms, situated between No. 2 and 3 lines; and there are two distant signals for the two up lines situated about 450 yards north of the station signals. The other station platform is on the eastern side of No. 1 up line. As the station signals are at the north end of the station platforms, up trains, which have arrived alongside of the station platforms, have passed south beyond the control of station platforms; and, in consequence, two additional up signals have been placed at the south end of the station signals, which are called starting signals, and which are turned off by the signalman who is placed in a high box at the north end of the station platform as a signal for the train to start southwards for the city, as soon as he has been told by telegraph that the line is clear to Broad Street Station. The line is worked with the assistance of the electric telegraph, and on the block system, and there is a telegraph station about three quarters of a mile north of Shoreditch Station, called Dalston Bank, intermediate between Shoreditch and Dalston Junction.

On the evening of the 19th ult., the 7h. 0m. train from Fenchurch Street reached Shoreditch Station at 7h. 30m., or about 6 minutes late, on No. 1 up line. The up distant signal was all right for this train to go into the station, but there is some uncertainty whether the up station signal for this line was off or on as the train passed it. The evidence is contradictory on this point. It is, however, quite certain that the up starting signal was on at danger against this train when it arrived, and that it remained at danger until after the collision had taken place. The engine-driver, W. J. Ellis, got down off his engine for the purpose of oiling it, as he said he should not have much time after he reached Broad Street Station; and while he was thus engaged and standing in the space between the rails of No. 1 up line immediately in front of his engine, the 7h. 15m. p.m. up train from Chalk Farm Station arrived, and ran into the rear van of the Fenchurch Street train, which was pushed somewhere about 100 yards ahead; the driver was knocked down and his skull was fractured, it is supposed by the ashpan of the engine, and he was dead when he was taken up from between the rails.

I did not see the signalman, Richard Long, who was on duty in charge of the telegraphic instruments and out of door signals at Shoreditch Station. He is, I believe, to be tried for manslaughter on the coroner's inquisition, but from the admissions which he made before the coroner, and the evidence of the company's servants at Shoreditch Station, and those belonging

to the Chalk Farm up train, and to a down train that reached the station about the time when the collision took place, it appears that he had given the telegraphic signal "line clear" to Dalston Bank telegraph station some little time after the 7h. 0m. p.m. up Fenchurch train had reached Shoreditch Station, but he believes that he did not give "line clear" until he had taken off the up starting signal for No. 1 line as soon as he had been told from Broad Street that the line was clear to that station; and he says that he thought the Fenchurch Street train had left the station, as he heard the engine whistle before he gave the signal "line clear." The up distant and up station signals for No. 1 line were at "all right" for the up Chalk Farm train to enter the Shoreditch Station. The view, owing to a curve in the line and the parapet of an under bridge immediately north of the station, is very limited, and the consequences would in all probability have been very much more serious if the company's servants with the Chalk Farm train had not observed the driver of the down train making signals for them to stop, as they were passing over the bridge; and if that train had not had continuous breaks applied from the two ends of the trains, to ten out of the twelve vehicles of which it was composed, in addition to the break on the tank engine.

Some suspicion appears to have existed at the time that the signalman was not sober, but there is no sufficient evidence to prove that it was so; but the fact which seems to be established that he actually gave "line clear" to Dalston Bank immediately after the collision occurred, and while there were still two up trains at the Shoreditch Station, goes far to prove that he could not have known what he was about. A second collision was fortunately avoided, as another Fenchurch Street up train, which had in consequence been permitted to pass Dalston Bank, was cautioned by the driver of the down train, to which I have already referred, and this up train was pulled up before a collision actually took place with the Chalk Farm up train. The collision occurred about 7h. 36m. The guard of the 7h. 0m. p.m. up Fenchurch Street train was very much to blame that he did not go to the signalman to inquire how it was that his train was detained so long; if he had done this, it is quite possible that the collision might not have taken place.

At present, trains follow each other on this branch at about 7½ minutes interval of time, and I think it is to be regretted that this railway company have not established registers of the receipt and transmission of all telegraphic signals and of the arrival and departure of trains at all telegraph stations, as a comparison of such registers belonging to Broad Street, Shoreditch, and Dalston Bank, would, if they were properly kept, have been sufficient to prove what the Shoreditch signalman had been doing, especially as the keeping such registers makes the men more particular in the performance of their duty.

I understand that one objection entertained against keeping these registers is, that the officers of the company are afraid of giving the signalman too much to do; but these registers are partially kept at terminal stations and junctions, and if there were too much for the signalman to do unassisted, a lad might be employed to book the times, &c. In this way more hands would be trained and the station would not be left as Shoreditch Station was left after the collision took place without some one capable of working the telegraphic signals, independent of the signalman who is supposed to have occasioned it.

Again, if the starting signals at Shoreditch had been so locked that the signalman could not lower the up station signal for No. 1 line until the starting signal for the same line had been turned off, for the train standing alongside the platform to proceed to Broad Street this collision would not probably have occurred, although the signalman had, through mistake or negligence, given the "line clear" signal to Dalston Bank, after the 7h. 0m. p.m. train reached Shoreditch Station, as the station signal must have

remained at danger until the starting signal had been taken off.

The collisions due to mistakes on the part of signalmen in giving "line clear" when it is not clear are so frequent that I think it would be very desirable for the directors of the North London Railway Company to try the experiment of laying down a separate telegraphic wire, to be worked by the engine passing over and pressing down a treadle at the station in advance, and thus making the circuit complete, and causing a bell or gong to be sounded in the telegraphic signal box which the train has recently left, thus making every train telegraph back its own arrival at the next station in advance, in addition to the signalman's telegraph signal; and no train should be per-

mitted to leave a telegraphic station until both signals had been thus received, that would act as a check on the signalman.

In passing through Broad Street Station I could not avoid seeing that one of the down signals north of the platforms could not be seen by the driver of an out-going train, owing to the erection of a water tank after the station was opened for traffic. This signal should either be shifted or raised. There is no clock on the platform at Shoreditch.

I have, &c.

W. YOLLAND,
Colonel.

*The Secretary of the
Board of Trade
(Railway Department).*

WHITEHAVEN AND FURNESS JUNCTION RAILWAY.

*Board of Trade
(Railway Department),
1st June 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Whitehaven and Furness Junction Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred in the Whitehaven Tunnel on the Whitehaven and Furness Junction Railway on the 10th ultimo.

I am &c.,
W. D. FANE.

*The Secretary of the
Whitehaven and Furness
Junction Railway Company.*

SIR,

*Board of Trade,
29th May 1866.*

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances that led to the collision, that occurred in the Whitehaven Tunnel on the Whitehaven and Furness Junction Railway.

The tunnel is about three quarters of a mile long, and extends from Corkickle Station, which is at the south side of the town of Whitehaven, to Bransty Station, at the north side of the town. The line through the tunnel is a single line. It is worked by a pilot guard, with the aid of a single telegraph instrument, which denotes "line clear" and "line blocked," and a bell signal to call the signalman's attention.

The telegraph at Corkickle is placed in the station-master's office, which is also the passengers' booking office. It is worked by the station-master, who is also supplied with a talking instrument to telegraph messages to the station-master at Bransty.

The tunnel telegraph instrument at the Bransty or north end is placed in the signalman's hut, which is about 250 yards from the station, at the point where the lines leading into Bransty Station join the main line.

The pilot guard arranges the working of the tunnel, subject to the regulations laid down by the company. He has a pilot engine under his control. The practice has been, that the pilot guard gives a hand signal to the drivers, when they can start, to run through the tunnel. The departure of such train is not telegraphed to the other end of the tunnel, but no second train is allowed to follow till a telegram from the other end announces that the first train has got clear through the tunnel. The pilotman starts all the trains that require to go through the tunnel, and accompanies the last.

No train is allowed to leave either end unless the pilotman is present at that end. The men that work the telegraph at each end of the tunnel, enter the hour at which they receive and send the telegrams.

Each end of the tunnel is also provided with a signal, to denote that the pilot guard is present at that end, when the signal is down, and absent when it is at danger.

The above system is open to the following objection, that the signalman at the end of the tunnel whence the train proceeds may not notice that a train has started, or may forget that it has been started if the acknowledgment of its passing at the other end is delayed, and the consequence would be that he might start a second.

To obviate this, the company have issued an order that the pilot guard shall see himself the notification on the telegraph instrument of the line being clear; but I conceive that this regulation is very liable to be neglected, as it divides the responsibility, and only gives the pilot guard the onerous duty of being a looker on. The collision on the 10th instant was owing to his neglecting this duty.

It appears, however, that the pilot guard necessarily became an active sharer in the telegraph duties at the south end of the tunnel. The station-master comes on duty at 5.30 a.m. daily; he remains till 7 p.m., three days in the week, and till 9, 10, 11, or 12 o'clock at night, according as the trains come in, on the other days of the week. The only porter belonging to the station is almost wholly taken up with working points to the goods yard, consequently the station-master has to issue tickets, attend to all passenger trains, and do all the duties connected with the station, in addition to telegraphing all the trains. He is absent at his dinner for about 40 minutes during the day, and during such time, and when late of a morning, the pilot guard worked the telegraph till very lately, when some slight disagreement seems to have taken place, and the pilot man refused to do it.

At 9 a.m. on the 10th instant, the pilot guard despatched a mineral train, which consisted of an engine and tender, 20 coal waggons, 9 trucks loaded with iron ore, and a guard's van at the tail of the train, from Corkickle Station, to proceed through the tunnel to Bransty.

One of the couplings in the train broke, and three waggons, with the guard's van, were left about 120 yards from the mouth of the tunnel at the Bransty end. The pilot man and station-master at Corkickle had returned to the office after despatching this mineral train. A passenger train, consisting of a tank engine, a guard's van, a second class, a first class, a third class, and a composite carriage, coupled in the order stated, arrived at Corkickle about 10 minutes past 9 a.m. The telegram, that the mineral train had got clear through the tunnel, had not been re-

ceived from the telegraph signalman at the Bransty end of the tunnel. Both the station-master and the pilot guard came out of the office to attend to the passenger train. The station-master was in the act of descending from the roofs of the carriages after putting in the lamps when the pilot man signalled to the driver of the passenger train to start away through the tunnel.

The pilot man remained at Corkickle, intending to proceed through the tunnel with the 9.30 a.m. passenger train. He returned into the station-master's office, and as he entered, asked the latter whether he had received "line clear" for the 9 a.m. mineral train. The station-master replied "No," but the passenger train had already started and entered the tunnel. It ran into the guard's van, which was the hindermost of the vehicles that had broken away from the mineral train, at a speed of about 14 miles per hour. The van and one of the mineral waggons were smashed to pieces, and knocked off the road, and two other waggons were damaged. As there was no light on the van at the tail of the mineral train, the driver of the passenger train had no notice of his danger. He was knocked down and slightly hurt in the knees and face. The fireman was not injured, the guard was only slightly hurt, but several passengers were injured, four of them rather seriously.

The end framing of the passenger engine was broken, and the chimney was damaged. The carriages were very slightly injured, and none of the

vehicles in the passenger train were knocked off the road.

The accident was caused by the pilot guard neglecting to obey his instructions, which directed him to witness the receipt of the telegram that the line was clear, before he despatched a second train.

The pilot guard has been a long time in the company's service, and bears an excellent character.

It appears to me hardly desirable that he should be a looker-on at the telegraphing.

It divides the responsibility with the person entrusted with the the telegraph.

I would recommend that either the pilot guard be entrusted solely with this duty in a separate office, or that a clerk be specially appointed for the purpose, and that the departure of the trains shall be registered, as well as the telegrams announcing that they have got clear through the tunnel, otherwise confusion between the trains that have been despatched, and those that have cleared the tunnel is liable. I recommend that the station-master, or some other person, be deputed to raise the pilot guard's signal when he leaves the station, as it ensures the station people being aware of his absence, and the pilot guard himself must be apt to forget it in the hurry of departure.

I have, &c.

F. H. RICH,
Capt. R. E.

*The Secretary of the
(Railway Department),
Board of Trade.*

L O N D O N :

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RAILWAY, &c. BILLS.

RETURN to an Order of the Honourable The House of Commons,
dated 18 June 1866;—for,

RETURN “of the Amount of CAPITAL in SHARES and by LOANS respectively, proposed to be raised by the RAILWAY and other BILLS brought before PARLIAMENT in the present Session, and the Aggregate Amount of such Capitals and Loans ; together with the Gross Aggregate Amount of a similar Return for the Year 1865.”

(*Mr. Bazley.*)

Ordered, by The House of Commons, to be Printed,
18 July 1866.

RETURN of the Amount of CAPITAL in SHARES and by LOANS, respectively, proposed to be raised by the RAILWAY and other BILLS brought before PARLIAMENT in the present Session, and the Aggregate Amount of such CAPITALS and LOANS; together with the Gross Aggregate Amount of a similar Return for the Year 1865.

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loan.	TOTAL.
	£.	£.	£.
1. Aberavon Local Board	—	5,000	5,000
2. Abercarn Roads	—	—	—
3. Aberdare and Central Wales Junction Railway	210,000	70,000	280,000
4. Aberdare Northern Railway	300,000	100,000	400,000
5. Aberdare Valley and Caerphilly Junction Railway	200,000	66,500	266,500
6. Aberdeen County and Municipal Buildings	—	29,500	29,500
7. Afon Valley Railway	—	—	—
8. Aldershot Gas	20,000	5,000	25,000
9. Aldershot Gas and Water	25,000	8,333	33,333
10. Aldrington Hove and Brighton Gas	75,000	24,800	99,800
11. Alliance and Dublin Consumers Gas	300,000	97,500	397,500
12. Amicable Life Assurance Society	—	—	—
13. Andover, Radstock and Bristol Railway	600,000	200,000	800,000
14. Anglesey Central Railway	45,000	15,000	60,000
15. Ardmore Harbour	105,000	35,000	140,000
16. Ardrishaig and Loch Awe Railway	330,000	110,000	440,000
17. Axholme and Marshland Railway	175,000	58,000	233,000
18. Ayr Harbour	7,000	110,000	117,000
19. Banbridge Extension Railway	—	—	—
20. Banbury Borough Extension	—	—	—
21. Banbury Gas	20,000	5,000	25,000
22. Banffshire Roads	—	10,000	10,000
23. Bangor and Llanberris Direct Railway	80,000	26,600	106,600
24. Bank of Hindustan, China and Japan	—	—	—
25. Barnet, Hendon, and Midland Junction	300,000	100,000	400,000
26. Barnet, Hendon, Hampstead, and London Railway	500,000	166,600	666,600
27. Barnsley Local Board of Health	—	50,000	50,000
28. Barry Harbour	90,000	30,000	120,000
29. Barry Railway (Alteration)	21,000	7,000	28,000
30. Barry Railway (Penarth and Cardiff Extension)	50,000	16,600	66,600
31. Bath Corporation	—	120,000	120,000
32. Beddgelert Railway	40,000	13,300	53,300
33. Bedford and Northampton Railway	—	—	—
34. Belfast Burial-ground	—	—	—
35. Belfast Central Railway (Belfast Corporation)	—	—	—
36. Belfast Gas	—	—	—
37. Belgravia and South Kensington New Road	400,000	130,000	530,000
38. Berks and Hants Extension Railway	200,000	66,600	266,600
39. Berwickshire Railway	30,000	10,000	40,000
40. Bideford, Appledore, and Westward Ho Railway	60,000	20,000	80,000
41. Birkenhead and Liverpool Junction Railway	1,600,000	533,300	2,133,300
42. Birkenhead and Liverpool Railways	2,500,000	833,300	3,333,300
43. Birmingham and Sutton Coldfield Extension Railway	250,000	83,000	333,000
44. Birmingham Water	336,000	84,000	420,000
45. Bishop's Castle Railway	—	—	—
46. Blackwater (Youghal) Wooden Bridge	—	—	—
47. Blyth Valley Railway	75,000	25,000	100,000
48. Bodmin Roads	—	500	500
49. Bodmin Water	8,000	2,000	10,000
50. Bo'ness, Grangemouth, and South Alloa Junction Railway	160,000	53,300	213,300
51. Bradford and Colne	550,000	183,000	733,000
52. Bradford Corporation	—	150,000	150,000
53. Bradford, Eccleshill, and Idle Railway	65,000	21,600	86,600
54. Brampton and Longtown Railway	120,000	40,000	160,000
55. Bray and Enniskerry Railway	36,000	12,000	48,000
56. Bray Improvement	—	10,000	10,000
57. Brean Down Docks	240,000	80,000	320,000
58. Brecon and Landoverly Junction Railway	—	—	—
59. Brecon and Merthyr Tydfil Junction Railway (Amalgamation)	—	—	—

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loan.	TOTAL.
	£.	£.	£.
60. Brecon and Merthyr Tydfil Junction Railway (Capital) - - -	570,500	190,000	760,500
61. Brecon and Merthyr Tydfil Junction Railway (Northern Lines) - -	456,000	152,000	608,000
62. Brecon and Merthyr Tydfil Junction (Southern Lines) - - -	850,000	283,300	1,133,300
63. Brecon Water and Drainage - - - - -	11,200	2,700	13,900
64. Bricklayer's Arms and Elephant and Castle Junction Railway - -	630,000	210,000	840,000
65. Bridge of Allan Water - - - - -	6,000	2,000	8,000
66. Bridgnorth, Wolverhampton, and Staffordshire Railway - - -	300,000	100,000	400,000
67. Bridgwater and Taunton Canal and Bristol and Exeter Railway - -	64,000	-	64,000
68. Bridgwater Railway - - - - -	140,000	46,600	186,600
69. Bridport, Lyme, and South Coast Railway - - - - -	300,000	100,000	400,000
70. Brighton and Hove General Gas - - - - -	150,000	40,000	190,000
71. Brighton Pneumatic Railway - - - - -	396,400	132,100	528,500
72. Brighton West Pier - - - - -	10,000	2,500	12,500
73. Bristol and Exeter Railway (Additional Powers) - - - - -	125,000	41,500	166,500
74. Bristol and Exeter Railway (Exe Valley Railways) - - - - -	120,000	40,000	160,000
75. Bristol and North Somerset Railway (Bristol Lines) - - - - -	140,000	46,500	186,500
76. Bristol and North Somerset Railway (Deviation) - - - - -	140,000	47,000	187,000
77. Bristol and North Somerset Railway (Southern Extension) - -	400,000	130,000	530,000
78. Bristol and Portishead Pier and Railway - - - - -	60,000	20,000	80,000
79. Bristol Harbour Junction Railway and Wharf Depôt - - - - -	165,000	41,250	206,250
80. Bristol Port Extension Railway - - - - -	12,000	4,000	16,000
81. British and Canadian Telegraph Company - - - - -	1,650,000	-	1,650,000
82. British Gas Company (Staffordshire Potteries) - - - - -	-	-	-
83. Briton Ferry Gas - - - - -	3,000	875	3,875
84. Brixton, Clapham, and Balham Extension Railways - - - - -	250,000	83,000	333,000
85. Bromsgrove and Droitwich Water - - - - -	30,000	10,000	40,000
86. Bromyard and Hereford Railway - - - - -	180,000	60,000	240,000
87. Brynmawr and Blaenavon Railway - - - - -	50,000	16,600	66,600
88. Brynmawr Gas - - - - -	10,000	2,500	12,500
89. Buckley Railway (Additional Powers) - - - - -	30,000	10,000	40,000
90. Buckley Railway (Docks, &c.) - - - - -	400,000	133,300	533,300
91. Burntisland Harbour and Dock - - - - -	100,000	33,300	133,300
92. Bury Gas - - - - -	-	50,000	50,000
93. Bute Docks, Cardiff - - - - -	-	-	-
94. Butterson Moor End Road - - - - -	-	-	-
95. Caithness Railways - - - - -	130,000	43,000	173,000
96. Calcutta and South Eastern Railway Company - - - - -	-	-	-
97. Caledonian and Scottish North Eastern Railway Companies - -	-	-	-
98. Caledonian Railway (Corstorphine Junction) - - - - -	50,000	16,600	66,600
99. Caledonian Railway (Edinburgh and Larbert Junction Railway and Branches). - - -	480,000	160,000	640,000
100. Caledonian Railway (Edinburgh Station) - - - - -	250,000	83,300	333,300
101. Caledonian Railway (Extension to Largo) - - - - -	108,000	36,000	144,000
102. Caledonian Railway (Glasgow and Troon Branches) - - - - -	285,000	95,000	380,000
103. Caledonian Railway (Glasgow Lines) - - - - -	2,100,000	700,000	2,800,000
104. Caledonian Railway (Greenock and Gourock Extensions) - -	410,000	136,600	546,600
105. Caledonian Railway (Kilsyth Branches) - - - - -	170,000	56,600	226,600
106. Caledonian Railway (Lanarkshire, &c. Branches) - - - - -	460,000	153,300	613,300
107. Caledonian Railway (Stonehouse and Galston Branches) - -	270,000	90,000	360,000
108. Caledonian Railway (Works at Dundee) - - - - -	412,000	137,300	549,300
109. Callington and Central Cornwall Railway - - - - -	160,000	53,000	213,000
110. Calne Railway - - - - -	25,000	6,000	31,000
111. Calstock and Gunnislake Railway - - - - -	50,000	6,600	56,600
112. Cambrian and other Railway Companies (Amalgamation, &c.) - -	-	-	-
113. Cambrian Docks Railways - - - - -	120,000	40,000	160,000
114. Cambrian Railways (New Works) - - - - -	700,000	233,000	933,000
115. Cambrian Railways (Steamboats) - - - - -	50,000	16,660	66,660
116. Cambridge University and Town Water - - - - -	50,000	12,500	62,500
117. Cannock Chase and Wolverhampton Railway (Hednesford Extension). - - - - -	30,000	10,000	40,000
118. Cannock Chase and Wolverhampton Railway (Midland Railway Extension). - - - - -	175,000	58,500	233,500
119. Cannock Chase Railway Extension - - - - -	40,000	13,300	53,300
120. Canterbury Gas and Water - - - - -	50,000	19,000	69,000
121. Cardiff and Newport Railway and Pier - - - - -	325,000	108,000	433,000
122. Carmarthen and Cardigan Railway - - - - -	-	-	-
123. Cashel Junction Railway - - - - -	55,000	18,300	73,300
124. Castle Cary and Langport Railway - - - - -	250,000	83,000	333,000
125. Cefn, Acrefair, and Rhosymedre Water - - - - -	10,000	2,500	12,500
126. Central Cornwall Railway - - - - -	-	-	-
127. Central Ireland Railways - - - - -	220,000	73,200	293,200
128. Central Wales Extension Railway - - - - -	150,000	50,000	200,000
129. Channel Railway, Piers, and Ferry - - - - -	200,000	66,600	266,600

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loan.	TOTAL.
	£.	£.	£.
130. Chatham, Rochester, &c. Gas	100,000	32,900	132,900
131. Cheshire Lines	120,000	39,900	159,900
132. Chester and West Cheshire Junction Railway	275,000	92,000	367,000
133. Childwall Gas	—	—	—
134. City and London Bridge Railways	510,000	170,000	680,000
135. City, Kingston, and Richmond Railway	550,000	183,300	733,300
136. Clapham and London Bridge Railways	750,000	250,000	1,000,000
137. Cleethorpes Gas	5,000	2,500	7,500
138. Clevedon and Portishead Railway	70,000	23,333	93,333
139. Clyde Navigation	—	100,000	100,000
140. Colchester Gas	20,000	10,000	30,000
141. Colchester Gas Consumers	25,000	6,250	31,250
142. Colnbrook Railways	60,000	20,000	80,000
143. Columbia (Bethnal Green) Market and Approaches	—	—	—
144. Combmartin and Ilfracombe Road	—	7,000	7,000
145. Commercial Union and Argus Assurance Companies	2,500,000	—	2,500,000
146. Congleton and Buxton Road	—	—	—
147. Congleton Gas and Improvement	—	35,000	35,000
148. Contract Corporation	—	—	—
149. Cork and Youghal Railway	—	—	—
150. Cork Harbour	—	—	—
151. Cork Harbour and Curraghbinny Extension Railway	75,000	25,000	100,000
152. Cork Port Conservancy	—	95,000	95,000
153. Cornwall County Lunatic Asylum	—	2,500	2,500
154. Coventry and Midland Junction Railway	200,000	66,000	266,000
155. Craven Junction Railway	120,000	40,000	160,000
156. Cray Valley Railway	130,000	43,000	173,000
157. Crofthead and Kilmarnock Extension Railway	—	—	—
158. Croydon Commercial Gas	78,000	19,500	97,500
159. Croydon Direct Railway	345,000	115,000	460,000
160. Croydon, Mitcham, and Kingston Railway	165,000	55,000	220,000
161. Crystal Palace and South London Junction Railway	400,000	133,333	533,333
162. Dagenham Dock Railways	150,000	50,000	200,000
163. Dagenham (Thames) Dock	300,000	100,000	400,000
164. Delabole Railway and Bossinney Harbour	80,000	26,500	106,500
165. Derwent and Shotley Bridge Road	—	—	—
166. Devon and Cornwall Railway	165,000	55,000	220,000
167. Devon and Somerset Railway (Amendment of Acts)	—	—	—
168. Devon and Somerset Railway (Capital)	—	—	—
169. Devon and Somerset Railway (Deviation, &c.)	36,000	12,000	48,000
170. Devon Valley and North British Railway Companies (Arrangements).	20,000	—	20,000
171. Devon Valley and North British Railway Companies (Branches)	95,000	31,600	126,600
172. Discount Corporation	—	—	—
173. Dorking Water	20,000	6,600	26,600
174. Downpatrick, Dundrum, and Newcastle Railway	75,000	25,000	100,000
175. Down Docks	60,000	20,000	80,000
176. Down Docks and Canterbury Junction Railway	80,000	26,000	106,000
177. Drayton Junction Railway	180,000	60,000	240,000
178. Drayton Junction Railway (Extension)	275,000	91,600	366,600
179. Dryclough, Shaw, and Rochdale Roads	—	—	—
180. Dublin and Antrim Junction Railway	—	—	—
181. Dublin and Kingstown Railway (Lease)	—	—	—
182. Dublin Corporation Water	—	110,000	110,000
183. Dublin Port Acts Amendment	—	400,000	400,000
184. Dublin Port Docks	—	100,000	100,000
185. Dublin, Rathmines, &c. Railway	300,000	100,000	400,000
186. Dublin Southern Docks	135,000	45,000	180,000
187. Dublin Trunk Connecting Railway	250,000	83,300	333,300
188. Dundee Water	15,000	5,000	20,000
189. East and West Junction Railway (Capital)	300,000	100,000	400,000
190. East and West Junction Railway (Hitchin Extension)	900,000	300,000	1,200,000
191. East and West Junction Railway (Southern Extension)	75,000	25,000	100,000
192. East Barnet Gas and Water	50,000	25,000	75,000
193. Eastern Bengal Railway Company	—	—	—
194. East Gloucestershire Railway	20,000	6,600	26,600
195. East India Irrigation and Canal	—	—	—
196. East London Eastern Extension Railway	600,000	200,000	800,000
197. East London Railway (Additional Powers)	—	—	—
198. East London Railway (South Western Extension)	550,000	183,000	733,000
199. East Norfolk Railway	170,000	56,600	226,600
200. East Strathmore Railway	375,000	125,000	500,000

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loan.	TOTAL.
	£.	£.	£.
201. Ebbw Vale, Beaufort, &c., Water - - - - -	60,000	10,000	70,000
202. Economic Telegraph Company - - - - -	—	—	—
203. Edgware, Highgate, and London Railway - - - - -	75,000	25,000	100,000
204. Elham Valley Railway - - - - -	300,000	100,000	400,000
205. Ellesmere and Glyn Valley Railway - - - - -	183,000	61,000	244,000
206. Ely Valley and Vale of Neath Junction Railways - - - - -	175,000	58,300	233,300
207. Ely Valley Railway - - - - -	80,000	26,600	106,600
208. Epsom Downs Railway - - - - -	50,000	16,600	66,600
209. Equitable Gas Company - - - - -	200,000	150,000	350,000
210. Esk Valley Railway - - - - -	—	—	—
211. Exe Valley Railway - - - - -	120,000	40,000	160,000
212. Exmouth and Budleigh Salterton Railway - - - - -	66,000	22,000	88,000
213. Fareham and Netley Railway - - - - -	75,000	25,000	100,000
214. Fleetwood, Preston, and West Riding Junction Railway - - - - -	420,000	140,000	560,000
215. Flintshire Oil and Cannel Company - - - - -	—	—	—
216. Fochabers and Garmouth Railway - - - - -	—	—	—
217. Forth and Clyde Junction and Caledonian Railway Companies - - - - -	—	—	—
218. Forth and Clyde Junction and North British Railway Companies. - - - - -	—	—	—
219. Forth and Clyde Navigation - - - - -	—	—	—
220. Frome Gas - - - - -	13,000	3,250	16,250
221. Furness Railway - - - - -	300,000	100,000	400,000
222. Furness and Whitehaven and Furness Junction Railway Companies. - - - - -	—	—	—
223. Gaslight and Coke and City of London Gas Light and Coke Companies. - - - - -	300,000	475,505	775,505
224. Gaslight and Coke Company - - - - -	300,000	400,000	700,000
225. Glasgow and South Western Railway (Additional Powers) - - - - -	217,000	72,300	289,300
226. Glasgow and South Western Railway (Ayrshire, &c., Lines) - - - - -	260,000	86,600	346,600
227. Glasgow and South Western Railway (Lanarkshire and Ayrshire Junction). - - - - -	600,000	200,000	800,000
228. Glasgow Bridges - - - - -	—	47,459	47,459
229. Glasgow (City) Improvements, &c. - - - - -	—	1,250,000	1,250,000
230. Glasgow City Suburban and Harbour Railway - - - - -	660,000	220,000	880,000
231. Glasgow Corporation Water - - - - -	—	150,000	150,000
232. Glasgow Houses of Refuge - - - - -	—	—	—
233. Glasgow Police - - - - -	—	—	—
234. Glasgow Union and Suburban Railway - - - - -	800,000	266,000	1,066,000
235. Glyn Valley Railway - - - - -	40,000	13,300	53,300
236. Grange and Cartmel District Gas and Water - - - - -	20,000	5,000	25,000
237. Grangemouth Forth Docks and Railways - - - - -	275,000	91,600	366,600
238. Gravesend and Farningham Railway - - - - -	90,000	30,000	120,000
239. Great Eastern, Great Northern, and Manchester, Sheffield, and Lincolnshire Railway Companies. - - - - -	—	—	—
240. Great Eastern Railway (Additional Powers) - - - - -	86,000	28,600	114,600
241. Great Eastern Railway (Alexandra Park Branches) - - - - -	173,400	57,800	231,200
242. Great Northern and Great Eastern Railway Companies' Arrangements (Spalding to Lincoln). - - - - -	360,000	120,000	480,000
243. Great Northern, and Manchester, Sheffield, and Lincolnshire Railways (Haxey to Goole). - - - - -	290,000	96,600	386,600
244. Great Northern and Western (of Ireland) Railway - - - - -	30,000	10,000	40,000
245. Great Northern Railway (Additional Powers) - - - - -	850,000	283,000	1,133,000
246. Great Northern Railway (Hertford to Stevenage) - - - - -	250,000	83,300	333,300
247. Great Northern Railway (Potter's Bar, Barnet, and Hendon) - - - - -	240,000	80,000	320,000
248. Great North of Scotland Railway - - - - -	—	—	—
249. Great Southern and Western Railway - - - - -	390,000	129,000	519,000
250. Great Western and Brentford Railway - - - - -	120,000	40,000	160,000
251. Great Western Railway - - - - -	1,220,353	400,000	1,620,353
252. Great Yarmouth Fish Wharves and Tramways - - - - -	30,000	30,000	60,000
253. Great Yarmouth Haven, Port, and Rivers - - - - -	—	30,730	30,730
254. Greenock and Ayrshire Railway - - - - -	250,000	83,300	333,300
255. Greenock and Shaws Water - - - - -	—	175,000	175,000
256. Greenock Harbour - - - - -	—	700,000	700,000
257. Greenock Water - - - - -	—	95,000	95,000
258. Greenwich and Woolwich Lower Road - - - - -	—	—	—
259. Guardian Fire and Life Assurance Company - - - - -	—	—	—
260. Hadlow Railway - - - - -	140,000	46,666	186,666
261. Halesowen and Bromsgrove Branch Railway - - - - -	110,000	36,000	146,000
262. Hampstead, Highgate, and Charing Cross Railway - - - - -	550,000	166,600	716,600
263. Hampstead, Holloway, and Kingsland Railway - - - - -	370,000	123,000	493,000
264. Harborne Railway - - - - -	60,000	20,000	80,000

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loan.	TOTAL.
	£.	£.	£.
265. Harnham, Blandford, and Dorchester Road - - - - -	—	—	—
266. Harwich Harbour Estate and Lands Improvement Company - - - - -	—	—	—
267. Hatfield Chase Warping and Improvement (Railway) - - - - -	25,000	8,300	33,300
268. Havant, Hambledon, and Droxford Railway - - - - -	125,000	41,600	166,600
269. Hemel Hempstead and London and North Western Railway - - - - -	170,000	56,600	226,600
270. Herne Bay Fishery - - - - -	100,000	25,000	125,000
271. Hexham and Allendale Railway - - - - -	—	—	—
272. Heysham Pier Company (Railways) - - - - -	70,000	23,000	93,000
273. Heywood Water - - - - -	56,000	18,600	74,600
274. Highland Railway - - - - -	170,000	56,000	226,000
275. Hodges and Cuckfield Road - - - - -	—	—	—
276. Holderness Embankment and Reclamation - - - - -	100,000	33,300	133,300
277. Holloway and Metropolitan Junction Railway - - - - -	130,000	43,000	173,000
278. Holyhead Water - - - - -	8,000	2,000	10,000
279. Holy Island, &c., Reclamation - - - - -	100,000	33,300	133,300
280. Holywell (Port) Railway - - - - -	36,000	12,000	48,000
281. Hornsey Gas - - - - -	30,000	12,500	42,500
282. Hounslow and Metropolitan Railway - - - - -	120,000	40,000	160,000
283. Houses of Parliament Approaches - - - - -	2,000,000	666,000	2,666,000
284. Hoylake Railway - - - - -	200,000	66,000	266,000
285. Huddersfield and Halifax Railway - - - - -	300,000	100,000	400,000
286. Huddersfield Water - - - - -	—	210,000	210,000
287. Hull and Hornsea and North Eastern Railway - - - - -	—	—	—
288. Hull Corporation and Dock Company - - - - -	—	—	—
289. Hull Docks - - - - -	350,000	116,666	466,666
290. Hull South Bridge - - - - -	—	5,000	5,000
291. Hull, West Yorkshire, and Lancashire Railway - - - - -	500,000	166,600	666,600
292. Huntley, Mitcheldean, and Elton Roads - - - - -	—	—	—
293. Ilfracombe Railway - - - - -	—	—	—
294. Imperial Gas Company (No. 3) - - - - -	325,000	81,250	406,250
295. International Communication between England and the Continent. - - - - -	1,000,000	333,000	1,333,000
296. Kensington Improvements - - - - -	—	—	—
297. Kidwelly and Bury Port Railway and Bury Port Amalgamation - - - - -	—	—	—
298. Kilburn Railway - - - - -	450,000	150,000	600,000
299. Kilmarnock Water - - - - -	10,000	3,300	13,300
300. Kingsbridge and Dartmouth Roads - - - - -	—	—	—
301. Kingsbridge Railway - - - - -	200,000	66,600	266,600
302. Kingston and Epsom Railway - - - - -	120,000	40,000	160,000
303. Kingstown Embankment - - - - -	—	—	—
304. Knighton, Central Wales, and Central Wales Extension Railways - - - - -	—	—	—
305. Knighton Railway - - - - -	120,000	40,000	160,000
306. Lancashire and Yorkshire Railway (Extension of Time) - - - - -	600,000	200,000	800,000
307. Lancashire and Yorkshire Railway (North Lancashire Loop Line) - - - - -	341,000	113,600	454,600
308. Lancashire and Yorkshire Railway (West Riding Branches) - - - - -	549,000	183,000	732,000
309. Lancashire Union Railways - - - - -	80,000	26,000	106,000
310. Laugharne Railway - - - - -	42,000	14,000	56,000
311. Launceston and South Devon Railway - - - - -	36,000	12,000	48,000
312. Leeds Borough - - - - -	—	60,000	60,000
313. Leeds Improvement Acts Amendment - - - - -	—	556,038	556,038
314. Leicester Cattle Market, &c. - - - - -	—	80,000	80,000
315. Leicester Water - - - - -	120,000	39,990	159,990
316. Letterkenny and Londonderry and Lough Swilly Railways - - - - -	50,000	16,500	66,500
317. Leven and East of Fife Railway - - - - -	18,000	14,500	32,500
318. Limerick and Castle Connel Railway - - - - -	7,500	2,500	10,000
319. Liverpool Central Station Railway - - - - -	—	—	—
320. Liverpool Corporation Water - - - - -	—	—	—
321. Liverpool Fire Police - - - - -	—	—	—
322. Liverpool Sewage Utilization - - - - -	750,000	243,333	993,333
323. Liverpool Tramways - - - - -	100,000	25,000	125,000
324. Llanelly Railway and Dock - - - - -	40,000	13,300	53,300
325. Llantrissant and Taff Vale Junction Railway - - - - -	141,000	47,000	188,000
326. Llynvi Valley and Ogmore Valley Railway Companies - - - - -	—	—	—
327. Llynvi Valley Railway - - - - -	100,000	33,000	133,000
328. London and North Western and Cocker mouth and Workington Railway Companies. - - - - -	—	—	—
329. London and North Western and Midland Counties Coal Fields Railway. - - - - -	950,000	316,600	1,266,600
330. London and North Western and Whitehaven Junction Railway Companies. - - - - -	—	—	—

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loan.	TOTAL.
	£.	£.	£.
331. London and North Western Railway (New Lines) - - -	1,000,000	333,000	1,333,000
332. London and North Western Railway (New Works) - - -	1,500,000	500,000	2,000,000
333. London and South Western Railway (Additional Powers) -	200,000	66,600	266,600
334. London and South Western Railway (Poole and Bournemouth Junctions).	80,000	26,500	106,500
335. London and Worthing Direct Railway - - - - -	1,000,000	133(?)	1,000,133
336. London, Brighton, and South Coast Railway (St. Leonards and Hastings Lines).	200,000	66,000	266,000
337. London, Brighton, and South Coast Railway (Surrey Lines) -	800,000	266,666	1,066,666
338. London, Brighton, and South Coast Railway (Various Powers)	200,000	66,660	266,660
339. London, Bucks, and Gloucestershire Junction Railway -	750,000	250,000	1,000,000
340. London, Chatham, and Dover and South Eastern (Bromley, Farnborough, and West Wickham) Railways.	300,000	100,000	400,000
341. London, Chatham, and Dover, and South Eastern (Kennington, Clapham, and Brixton) Railways.	2,000,000	666,000	2,666,000
342. London, Chatham, and Dover Railway (Chatham Dockyard Branch).	150,000	50,000	200,000
343. London, Chatham, and Dover Railway (New Lines, &c.) - -	—	—	—
344. London, Chatham, and Dover Railway (Various Powers) -	—	—	—
345. London (City) Corporation Gas - - - - -	—	500,000	500,000
346. London (City) Traffic Regulation - - - - -	—	—	—
347. London Gas - - - - -	300,000	100,000	400,000
348. London Railways Gas - - - - -	100,000	33,000	133,000
349. London, Worcester, and South Wales Railway - - - - -	—	—	—
350. Longton, Adderley Green, and Bucknall Railway - - - -	60,000	20,000	80,000
351. Longton Gas - - - - -	27,690	10,000	37,690
352. Louth and Lincoln Railway - - - - -	250,000	83,000	333,000
353. Lynn and Sutton Bridge Railway (Works at King's Lynn) -	26,000	8,666	34,666
354. Lynn and Sutton Bridge, Spalding and Bourn, and Norwich and Spalding Railway Companies.	—	—	—
355. Macclesfield and Buxton and Sheffield Junction Railway -	360,000	120,000	480,000
356. Macclesfield and Chapel-in-the-Frith Road - - - - -	—	—	—
357. Macclesfield, Knutsford, and Warrington Railway - - -	400,000	133,000	533,000
358. Madras Irrigation and Canal - - - - -	—	—	—
359. Magdalen Hospital - - - - -	—	—	—
360. Maidstone and Ashford Railway - - - - -	350,000	116,000	466,000
361. Manchester and North Lancashire Railway - - - - -	1,375,000	458,000	1,833,000
362. Manchester and Stockport Railway - - - - -	200,000	66,600	266,600
363. Manchester Central Exchange - - - - -	—	200,000	200,000
364. Manchester Division Petty Sessions Court - - - - -	—	5,000	5,000
365. Manchester Improvement - - - - -	—	350,000	350,000
366. Manchester Royal Exchange - - - - -	—	—	—
367. Manchester, Sheffield, and Lincolnshire, and Great Eastern Railway Companies.	—	—	—
368. Manchester, Sheffield, and Lincolnshire Railway - - - -	—	—	—
369. Manchester, Sheffield, and Lincolnshire Railway (Additional Powers).	695,000	230,000	925,000
370. Manchester, Sheffield, and Lincolnshire Railway (Central Station and Lines).	1,550,000	516,666	2,066,666
371. Manchester, Sheffield, and Lincolnshire Railway (Liverpool Extension).	500,000	166,666	666,666
372. Manchester, Sheffield, and Lincolnshire Railway (New Lines) -	360,000	120,000	480,000
373. Maryport and Carlisle Railway - - - - -	30,000	10,000	40,000
374. Maryport Improvement, Harbour, and Dock - - - - -	—	232,000	232,000
375. Medway Docks (No. 1) - - - - -	200,000	66,500	266,500
376. Medway Docks (No. 2) - - - - -	240,000	80,000	320,000
377. Melton, Loughborough, and Ashby-de-la-Zouch Railway -	370,000	123,300	493,300
378. Mercers' Company (St. Paul's School) - - - - -	—	—	—
379. Merchant Shipping Company - - - - -	—	—	—
380. Merrybent and Darlington Railway - - - - -	60,000	20,000	80,000
381. Mersey Docks and Harbour Board (Outer Works Alteration) -	—	—	—
382. Mersey Docks and Harbour Board (Shore Road Purchase, &c.)	—	—	—
383. Mersey Pneumatic Railway - - - - -	350,000	116,600	466,600
384. Merthyr, Tredegar, and Abergavenny Railway - - - - -	50,000	16,600	66,600
385. Metropolis Gas Act Amendment - - - - -	—	—	—
386. Metropolis Sewage and Essex Reclamation - - - - -	—	—	—
387. Metropolitan and Richmond Railway - - - - -	750,000	250,000	1,000,000
388. Metropolitan and St. John's Wood Railway (Capital) - -	200,000	66,000	266,000
389. Metropolitan District Railway - - - - -	—	—	—
390. Metropolitan Railway (Additional Powers) - - - - -	1,000,000	333,000	1,333,000
391. Metropolitan Railway (Station Collecting Lines) - - -	1,000,000	333,000	1,333,000
392. Metropolitan Tramways - - - - -	—	—	—
393. Middlesbrough Extension and Improvement - - - - -	—	31,000	31,000
394. Middlesbrough, Stockton, and Billingham Railways - -	150,000	50,000	200,000

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loan.	TOTAL.
	£.	£.	£.
395. Middlesex and Essex Roads - - - - -	—	—	—
396. Mid Hants Railway - - - - -	100,000	33,300	133,300
397. Mid Kent and South Eastern Railway Companies - - -	—	—	—
398. Midland and Great Western Junction Railway - - -	750,000	250,000	1,000,000
399. Midland and South Wales Junction Railway - - -	660,000	220,000	880,000
400. Midland Counties and Shannon Junction Railway - -	—	—	—
401. Midland Great Western Railway (of Ireland) - - -	—	—	—
402. Midland Railway (Additional Powers) - - - - -	130,000	—	130,000
403. Midland Railway (Ashby and Nuneaton, &c.) - - -	330,000	110,000	440,000
404. Midland Railway (Branches, &c.) - - - - -	350,000	116,000	466,000
405. Midland Railway (Settle to Carlisle) - - - - -	1,650,000	550,000	2,200,000
406. Midland Railway (South Staffordshire Extensions) -	530,000	176,000	706,000
407. Mid London Railway - - - - -	2,500,000	833,300	3,333,300
408. Mid Wales Railway - - - - -	250,000	83,000	333,000
409. Millwall Canal - - - - -	490,000	163,300	653,300
410. Mistley, Thorpe, and Walton Railway - - - - -	132,000	44,000	176,000
411. Mold and Denbigh Junction Railway (Branches, &c.) -	150,000	50,000	200,000
412. Mold and Denbigh Junction Railway (Llandudno Extension)	450,000	150,000	600,000
413. Monnow Valley Railway - - - - -	130,000	43,300	173,300
414. Montrose Harbour - - - - -	—	36,000	36,000
415. Morayshire Railway - - - - -	—	—	—
416. Muswell Hill Estate and Railways - - - - -	55,000	18,300	73,300
417. Navan and Kingscourt Railway - - - - -	135,000	45,000	180,000
418. Neath and Brecon Railway and other Companies - - -	—	—	—
419. Neath and Brecon Railway (Capital) - - - - -	100,000	33,600	133,600
420. Neath and Brecon Railway (New Line) - - - - -	50,000	16,600	66,600
421. Neath New Gas - - - - -	10,000	2,500	12,500
422. Nelson Local Board - - - - -	—	35,000	35,000
423. Newark Gas - - - - -	20,000	6,500	26,500
424. Newcastle and Gateshead Water - - - - -	50,000	12,500	62,500
425. Newchurch Parish Division - - - - -	—	—	—
426. Newhaven Harbour and Docks - - - - -	1,000,000	250,000	1,250,000
427. New Milford Docks - - - - -	50,000	16,600	66,600
428. Newport (Monmouth) Borough - - - - -	—	—	—
429. Newport Pagnell Railway - - - - -	225,000	75,000	300,000
430. Newport Railway - - - - -	96,000	32,000	128,000
431. New River Company - - - - -	—	500,000	500,000
432. New Romney Railway - - - - -	85,000	28,300	113,300
433. Newry and Armagh Railway - - - - -	—	—	—
434. Newry and Greenore Railway - - - - -	—	—	—
435. Northampton and Banbury Junction Railway - - -	550,000	183,000	733,000
436. North and South Wiltshire Junction Railway - - -	49,000	16,300	65,300
437. North British and Bridge of Allan Railway - - -	25,000	8,300	33,300
438. North British and Edinburgh and Bathgate Railway Companies	—	—	—
439. North British and Leadburn, Linton, and Dolphinton Railway Companies.	—	—	—
440. North British Railway (Camps, &c., Branches) - - -	73,000	24,300	97,300
441. North British Railway (Coatbridge, &c., Branches) -	140,000	46,600	186,600
442. North British Railway (Glasgow Branches) - - -	945,000	315,000	1,260,000
443. North British Railway (New Works, &c.) - - - - -	160,000	53,300	213,300
444. North British Railway (St. Margaret's Diversion) -	40,000	13,000	53,000
445. North British Railway (Stirling, &c., Branches) - -	400,000	133,300	533,300
446. North British Railway (Wishaw, &c., Branches) - -	950,000	316,600	1,266,600
447. North British (Tay Bridge) Railway - - - - -	770,584	283,528	1,054,112
448. North Eastern Railway (Durham New Lines, &c.) - -	1,133,000	377,000	1,510,000
449. North Eastern Railway (Gilling, Helmsley, and Pickering Branch).	280,000	93,000	373,000
450. North Eastern Railway (Leeds and Wetherby Branch) -	210,000	70,000	280,000
451. North Eastern Railway (Yorkshire New Lines, &c.) -	1,426,000	475,000	1,901,000
452. North Metropolitan Railway - - - - -	1,600,000	533,000	2,133,000
453. North Surrey Railways - - - - -	300,000	100,000	400,000
454. North Wales, Birkenhead, and Liverpool Railway -	180,000	60,000	240,000
455. North Walsham and Dilham Canal - - - - -	—	—	—
456. North Western and Charing Cross Railway - - - -	—	—	—
457. Ogmore Valley Railway (No. 1) - - - - -	190,000	63,000	253,000
458. Ogmore Valley Railway (No. 2) - - - - -	250,000	83,300	333,300
459. Pagham Harbour - - - - -	25,000	8,500	33,500
460. Paisley Water - - - - -	—	75,000	75,000
461. Park Lane Improvement - - - - -	—	120,000	120,000
462. Parsonstown and Portumna Bridge - - - - -	20,000	—	20,000
463. Pembroke and Tenby Railway - - - - -	200,000	66,600	266,600

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loan.	TOTAL.
	£.	£.	£.
464. Penzance and St. Just Railway - - - - -	170,000	56,000	226,000
465. Perran Railway Pier and Harbour - - - - -	100,000	33,000	133,000
466. Peterborough Water - - - - -	55,000	18,300	73,300
467. Peterborough, Wisbeach, and Sutton Railway - - - - -	—	—	—
468. Pneumatic Despatch Company - - - - -	—	—	—
469. Pontypool, Caerleon, and Newport Railway - - - - -	75,000	25,000	100,000
470. Presteign, Clun, and Bishop's Castle Railway - - - - -	275,000	92,000	367,000
471. Putney and Fulham New Bridge - - - - -	10,000	16,000	26,000
472. Rathmines and Rathgar Improvement - - - - -	—	—	—
473. Redhugh Bridge and Approaches - - - - -	40,000	13,000	53,000
474. Rhymney Railway - - - - -	90,000	30,000	120,000
475. Ringley Bridge - - - - -	—	10,000	10,000
476. Roach Oyster Fishery - - - - -	50,000	15,000	65,000
477. Roach River Fishery - - - - -	50,000	12,500	62,500
478. Rochdale and Edenfield Roads - - - - -	—	—	—
479. Rochdale Water - - - - -	125,408	31,352	156,760
480. Rochester Docks (Railway, &c.) - - - - -	260,000	60,000	320,000
481. Rosherville Railways - - - - -	25,000	8,333	33,333
482. Ross and Cromarty Roads - - - - -	—	—	—
483. Ross and Tewkesbury Railway - - - - -	420,000	140,000	560,000
484. Rostrevor Extension Railway - - - - -	18,000	6,000	24,000
485. Ryde Gas - - - - -	31,250	12,500	43,750
486. Ryde Pier Tramways - - - - -	—	—	—
487. Ryde Station and Railway - - - - -	65,000	21,600	86,600
488. Saint Bride's Bay Railway - - - - -	75,000	25,000	100,000
489. Saint George's Parish, County of Gloucester - - - - -	—	—	—
490. Saint Luke's, King's Cross, Church Fund - - - - -	—	—	—
491. Saint Margaret's, Westminster, Improvements - - - - -	450,000	270,000	720,000
492. Saint Martin-in-the-Fields (Workhouse, &c.) rebuilding - - - - -	—	—	—
493. Saint Stephen's Green (Dublin) - - - - -	—	4,000	4,000
494. Salisbury and Dorset Junction Railway - - - - -	210,000	70,000	280,000
495. Salisbury and Yeovil Railway - - - - -	—	—	—
496. Saltash Road - - - - -	—	—	—
497. Sandown and Newport (Isle of Wight) Railway - - - - -	70,000	23,000	93,000
498. Sedbergh and Hawes Railway - - - - -	160,000	53,300	213,300
499. Severn Junction Railway - - - - -	—	—	—
500. Sheffield, Buxton, and Liverpool Railway - - - - -	1,800,000	600,000	2,400,000
501. Sheffield United Gas - - - - -	350,000	173,500	523,500
502. Sheffield Water - - - - -	150,000	50,000	200,000
503. Shrewsbury and North Wales and Shrewsbury and Potteries Junction Railway Companies Amalgamation. - - - - -	—	—	—
504. Shrewsbury and North Wales Railway (Meifod Valley Extension, &c.) - - - - -	200,000	66,000	266,000
505. Shrewsbury and Potteries Junction Railway - - - - -	150,000	50,000	200,000
506. Shrewsbury and Potteries Junction Railway (Extensions) - - - - -	350,000	116,600	466,600
507. Shrewsbury Bridges - - - - -	3,000	1,000	4,000
508. Sidmouth and Budleigh Salterton Railway - - - - -	75,000	25,000	100,000
509. Silloth Police - - - - -	—	3,000	3,000
510. Sirhowy Extension Railway - - - - -	180,000	60,000	240,000
511. Skipton and Ilkley Railway - - - - -	175,000	58,000	233,000
512. Skipton and Wharfedale Railway - - - - -	1,200,000	400,000	1,600,000
513. Sligo and Ballaghaderreen Junction Railway - - - - -	10,000	3,330	13,330
514. Slough, Datchet, and District Gas - - - - -	8,000	2,000	10,000
515. Slough Gas - - - - -	20,000	4,250	24,250
516. Solway Junction Railway (Branches) - - - - -	120,000	40,000	160,000
517. Solway Junction Railway (Capital) - - - - -	60,000	20,000	80,000
518. Somerset and Dorset and Bristol and North Somerset Railways. - - - - -	—	—	—
519. Somerset and Dorset Railway - - - - -	300,000	100,000	400,000
520. Southam Railway - - - - -	25,000	8,000	33,000
521. South Devon Railway - - - - -	150,000	50,000	200,000
522. South Eastern and London, Chatham, and Dover (London, Lewes, and Brighton) Railways. - - - - -	2,250,000	750,000	3,000,000
523. South Eastern Railway - - - - -	204,000	68,000	272,000
524. South Eastern Railway (London, Croydon, and Caterham Junction Railways). - - - - -	570,000	190,000	760,000
525. Southern Railway - - - - -	60,000	20,000	80,000
526. South Essex Estuary and Reclamation - - - - -	—	—	—
527. South Essex Railway - - - - -	60,000	20,000	80,000
528. Southgate and Colney Hatch Gas - - - - -	60,000	20,000	80,000
529. South Kensington New Road - - - - -	1,000,000	330,000	1,330,000
530. South Kensington Road - - - - -	750,000	250,000	1,000,000

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loan.	TOTAL.
	£.	£.	£.
531. South London Market - - - - -	160,000	40,000	200,000
532. South Staffordshire and London Railway - - - - -	650,000	216,000	866,000
533. South Staffordshire Railway - - - - -	—	—	—
534. South Staffordshire Water - - - - -	80,000	20,000	100,000
535. South Western and North British Union Railways - - - - -	600,000	200,000	800,000
536. South Yorkshire Railway - - - - -	150,000	50,000	200,000
537. Spalding and Bourn Railway - - - - -	255,000	85,000	340,000
538. Stafford, Churchbridge, &c. Roads - - - - -	—	3,000	3,000
539. Stafford, Sandon, and Eccleshall Roads - - - - -	—	3,000	3,000
540. Stocksbridge Railway - - - - -	22,000	7,333	29,333
541. Stockton Gas - - - - -	—	25,000	25,000
542. Stourbridge Gas Act Amendment - - - - -	12,000	3,000	15,000
543. Stourbridge Improvement - - - - -	—	10,000	10,000
544. Stourbridge Railway - - - - -	250,000	83,200	333,200
545. Sunningdale and Cambridge Town Railway - - - - -	20,000	6,600	26,600
546. Sutherland Railway - - - - -	30,000	10,000	40,000
547. Swansea and Clydach Railway - - - - -	75,000	25,000	100,000
548. Swansea Canal Transfer - - - - -	50,000	16,600	66,600
549. Swansea General Railway Station and Hotel - - - - -	90,000	30,000	120,000
550. Swansea Harbour Trust - - - - -	—	40,000	40,000
551. Swansea Union Railway - - - - -	148,500	49,500	198,000
552. Swansea Vale and Neath and Brecon Junction Railway - - - - -	—	—	—
553. Swansea Vale Railway - - - - -	90,000	30,000	120,000
554. Swindon, Calne, and Cricklade Roads - - - - -	—	—	—
555. Tain Water - - - - -	—	—	—
556. Talacre Pier and Harbour (Railway) - - - - -	200,000	66,000	266,000
557. Tamar, Kit Hill, and Callington Railway - - - - -	40,000	13,300	53,300
558. Tavistock and Gunnislake Railway - - - - -	125,000	41,600	166,600
559. Teign Valley Railway - - - - -	150,000	50,000	200,000
560. Teme Valley Railway - - - - -	350,000	116,000	466,000
561. Thames and Severn Canal Navigation - - - - -	375,000	206,600	581,600
562. Thames Embankment (Chelsea) - - - - -	—	250,000	250,000
563. Thames Embankment (North) Approaches - - - - -	—	1,200,000	1,200,000
564. Thames Ironworks, &c. Company - - - - -	—	—	—
565. Thames River Purification - - - - -	250,000	83,000	333,000
566. Thames Subway - - - - -	250,000	83,000	333,000
567. Thames Tunnel Company - - - - -	—	—	—
568. Thetford and Watton Railway - - - - -	45,000	15,000	60,000
569. Thorpe and Great Clacton Railway and Pier - - - - -	40,000	13,300	53,300
570. Titanic Steel and Iron Company - - - - -	—	—	—
571. Tonbridge and Ightham Road - - - - -	—	—	—
572. Tottenham and Hampstead Junction Railway - - - - -	75,000	25,000	100,000
573. Truro Water - - - - -	12,900	4,000	16,900
574. Tyne Improvement - - - - -	—	300,000	300,000
575. Tynemouth Improvement - - - - -	—	30,000	30,000
576. Tyne Valley Railway - - - - -	98,000	32,666	130,666
577. Tyne, Wear, and Tees Railway - - - - -	1,000,000	333,333	1,333,333
578. United General Gas Company (Dublin) - - - - -	—	75,000	75,000
579. United General Gas Company (Limerick) - - - - -	10,000	5,000	15,000
580. Upavon and Andover Railway - - - - -	220,000	73,000	293,000
581. Uxbridge and Rickmansworth Railway - - - - -	43,000	14,000	57,000
582. Vale of Crickhowell Railway - - - - -	198,000	66,000	264,000
583. Vale of Llangollen, Llangollen and Corwen, &c. Railway Companies - - - - -	30,000	10,000	40,000
584. Vale of Llangollen Railway - - - - -	480,000	160,000	640,000
585. Vale of Neath Railway (Transfer, &c.) - - - - -	—	—	—
586. Vale of Towy Railway - - - - -	—	—	—
587. Ventnor Gas and Water - - - - -	30,000	7,500	37,500
588. Walker and Wallsend Union Gas - - - - -	25,000	8,333	33,333
589. Wandsworth and Putney Gas - - - - -	70,000	19,000	89,000
590. Wandsworth Canal - - - - -	35,000	11,660	46,660
591. Wantage and Great Western Junction Railway - - - - -	25,000	8,300	33,300
592. Waterford and Limerick Railway (Arrangements) - - - - -	—	—	—
593. Waterford and Limerick Railway (Extension) - - - - -	150,000	50,000	200,000
594. Waterford, New Ross, and Wexford Junction Railway - - - - -	330,000	110,000	440,000
595. Waterloo and Whitehall Railway - - - - -	250,000	85,000	335,000
596. Watford and Edgware Junction Railway - - - - -	90,000	30,000	120,000
597. Watling-street Road (Wellington District) - - - - -	—	—	—
598. Waveney Valley Drainage - - - - -	—	25,000	25,000

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loan.	TOTAL.
	£.	£.	£.
599. Weardale and Shildon District Water - - - - -	150,000	37,500	187,500
600. Weaver River Navigation - - - - -	-	200,000	200,000
601. Wensum Valley Extension Railways - - - - -	370,000	123,300	493,300
602. Wensum Valley Railway - - - - -	—	—	—
603. Wesleyan and General Assurance Society - - - - -	—	—	—
604. West Bromwich and Walsall Railway - - - - -	120,000	40,000	160,000
605. West Cork, Cork and Bandon, &c. Direct Railways - - - - -	—	—	—
606. West Drayton and Staines Railway - - - - -	75,060	25,000	100,000
607. West Middlesex Water - - - - -	—	—	—
608. Westminster Boulevard - - - - -	—	—	—
609. West Riding and Grimsby Railway (Transfer) - - - - -	400,000	133,200	533,200
610. Whithy, Redcar, and Middlesborough Union Railway - - - - -	250,000	83,300	333,300
611. Whitehaven and Furness Junction, and Whitehaven, Cleator, and Egremont Railway.	66,000	22,000	88,000
612. Whitstable Fishery Extension - - - - -	-	50,000	50,000
613. Wigton Water - - - - -	6,000	1,500	7,500
614. Wiltshire Railways - - - - -	510,000	170,000	680,000
615. Wimbledon Railways - - - - -	1,180,000	393,333	1,573,333
616. Winchcomb and Midland Railways - - - - -	42,000	14,000	56,000
617. Wivenhoe and Brightlingsea Railway - - - - -	15,000	5,000	20,000
618. Wolverhampton and Bridgnorth Railway - - - - -	185,000	61,666	246,666
619. Wolverhampton and Walsall Railway (Deviations) - - - - -	25,000	8,300	33,300
620. Wolverhampton and Walsall Railway (Extension) - - - - -	54,000	18,000	72,000
621. Worcester and Birmingham Canal - - - - -	330,000	110,000	440,000
622. Worcester, Bromyard, and Leominster Railway - - - - -	120,000	40,000	160,000
623. Worksop and Doncaster Railway - - - - -	170,000	56,666	226,666
624. Worksop and Shireoaks Gas - - - - -	10,000	2,500	12,500
625. Wrexham and Minera Railway - - - - -	—	—	—
626. Wrexham, Mold, and Connah's Quay and Hoylake Railways - - - - -	550,000	183,600	733,600
627. Wrexham, Mold, and Connah's Quay Railway (Additional Capital).	300,000	100,000	400,000
628. Wrexham, Mold, and Connah's Quay Railway (Additional Powers).	200,000	66,600	266,600
629. Wrexham, Mold, and Connah's Quay Railway (Deviations) - - - - -	—	—	—
630. Wrexham, Mold, and Connah's Quay Railway (Extensions) - - - - -	100,000	33,300	133,300
631. Wrexham, Mold, and Connah's Quay Railway (New Lines) - - - - -	250,000	83,300	333,300
632. Wycombe, Marlow, and Uxbridge Railway - - - - -	250,000	83,300	333,300
633. Wycombe Railway - - - - -	—	—	—
634. Wye Valley Railway - - - - -	230,000	76,600	306,600
TOTAL - - - £.	125,638,785	49,851,861	175,490,646

Gross Aggregate Amount of Similar Return for 1865, of Capital in Shares and by Loans - - - £. 126,441,708.

Board of Trade, Whitehall, }
17 July 1866.

W. D. Fane.

RAILWAY, &c. BILLS.

RETURN of the Amount of CAPITAL, in SHARES and by LOANS respectively, proposed to be raised by the RAILWAY and other Bills brought before PARLIAMENT in the present Session, and the aggregate Amount of such Capitals and Loans; together with the Gross Aggregate Amount of a similar Return for the Year 1865.

(*Mr. Bazley.*)

*Ordered, by The House of Commons, to be Printed,
18 July 1866.*

RAILWAY AND DOCK BILLS.

RETURN to an Order of the Honourable The House of Commons,
dated 9 March 1866; —for,

A RETURN “of all RAILWAY and DOCK BILLS, which are merely First Class Bills for Extending the Time for the Completion of Works, which have been deposited in the PRIVATE BILL OFFICE, for the present Session.”

	Extending the Time for Completion of Works granted by the following Acts.
1. Brecon and Llandovery Junction Railway - - - -	1863.
2. Devon Valley and North British Railway Companies (Arrangements) - - - - -	1858. 1861. 1863.
3. Downs Docks - - - - -	1864.
4. Dublin and Antrim Junction Railway - - - - -	1861.
5. Fochabers and Garmouth Railway - - - - -	1863.
6. Great Northern and Western (of Ireland) Railway - - -	1861. 1862.
7. Great North of Scotland Railway - - - - -	1863. (Banffshire Railway Act.)
8. Hull Corporation and Dock Company - - - - -	1861.
9. Lancashire and Yorkshire Railway (Extension of Time, &c.) -	1861.
10. Letterkenny and Londonderry and Lough Swilly Railways -	1863.
11. Metropolitan Railway (Additional Powers) - - - -	1864.
12. Midland Counties and Shannon Junction Railway - - -	1861.
13. New Milford Docks - - - - -	1863.
14. Parsonstown and Portumna Bridge Railway - - - -	1861.
15. Sligo and Ballaghaderreen Junction Railway - - - -	1863.
16. Uxbridge and Rickmansworth Railway - - - - -	1861. 1863.
17. Worcester, Bromyard, and Leominster Railway - - - -	1861. 1864.

Private Bill Office, }
21st March 1866. }

W. Hodgkin.

RAILWAY AND DOCK BILLS.

RETURN of all RAILWAY and DOCK BILLS, which are merely First Class Bills for Extending the Time for the Completion of Works, which have been deposited in the PRIVATE BILL OFFICE for the present Session.

(*Mr. Scourfield.*)

Ordered, by The House of Commons, to be Printed,
21 March 1866.

TAME VALLEY VIADUCT.

RETURN to an Order of the Honourable The House of Commons,
dated 15 March 1866;—for,

COPY “of REPORT of Inspector of Railways on the Condition of the TAME
VALLEY VIADUCT of the MIDLAND RAILWAY, near *Tamworth*.”

Board of Trade, Whitehall. }
16 March 1866. }

W. D. FANE.

(643 R.)

Captain *Tyler*, R. E., to the Secretary, Railway Department, Board of Trade.

Sir,

Chesham, 8 March 1866.

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that in compliance with the instructions contained in your minute of the 2d instant, I have inspected the Tame Valley Viaduct on the Midland Railway, with reference to Sir Robert Peel's letter of the 27th ultimo.

This viaduct, a short distance to the south of the Midland Railway Station at Tamworth, is about 230 yards long and 30 feet high. It consists of 19 openings, one of 60 feet, and 18 of 30 feet each; it carries a double line of rails, and it is constructed with masonry piers and abutments, and brick arches with stone quoins. The River Tame, a public road, and a turnpike road, all pass under it. It has been in use for 27 years, and the Company are unable to produce the plans and sections from which it was built.

I learn that the fourth pier from the north end began to fail 18 years ago, and I find that it has now sunk vertically to the extent of $4\frac{3}{4}$ inches on the east, and $5\frac{1}{2}$ inches on the west side of the viaduct, besides being three inches out of the perpendicular, in consequence of the foundation having moved southward. The Company inserted four horizontal struts six months since, between this pier and that on the south of it, and they commenced at the same time to construct centering for the support of three of the arches, two on the north, and one on the south of this defective pier, with a view to its reconstruction.

The remainder of the viaduct appears to have been substantially constructed, but it is evident that the foundations of this particular pier could not have been taken down to solid ground or otherwise rendered secure. And it is most desirable, with a view to the safety of the whole viaduct, that this pier and the defective arches on either side of it should be rebuilt on a better foundation, with as little delay as possible. Great care will be necessary during the progress of the work, and I recommend as additional precautions, that the horizontal struts which have been inserted between the fourth and fifth piers be braced in the meantime both vertically and laterally, as well as that similar struts be inserted between the fifth and six piers, to prevent the possibility of any injurious effect from horizontal pressure upon the fifth pier; and that centering and props be supplied for a fourth arch, so as to provide that two arches be supported on each side of the defective pier.

I have, &c.

(signed) *H. W. Tyler*,
Captain Royal Engineers.

The Secretary,
Railway Department,
Board of Trade.

TAME VALLEY VIADUCT.

**COPY of the Report of Inspector of Railways
on the Condition of the TAME VALLEY
VIADUCT of the MIDLAND RAILWAY near
Tamworth.**

(Sir Robert Peel.)

*Ordered, by The House of Commons, to be Printed,
20 March 1866.*

RAILWAY REFORM (IRELAND).

RETURN to an Order of the Honourable The House of Commons,
dated 11 May 1866;—for,

COPY “of a MEMORIAL to the Chancellor of the Exchequer, signed by the Lord Mayor of *Dublin* on behalf of a PUBLIC MEETING held in that City on the 2nd day of February, on the Subject of RAILWAY REFORM.”

TO THE RIGHT HONOURABLE
WILLIAM EWART GLADSTONE, M.P., ONE OF THE LORDS COMMISSIONERS
OF HER MAJESTY'S TREASURY.

The respectful Memorial of the Irish Public, arising from the Proceedings of an aggregate Meeting convened by the Right Honourable the Lord Mayor, pursuant to a Requisition presented to his Lordship emanated from every Province in Ireland, and representing every Class and Interest in the Country as being unanimously in favour of Irish Railway Reform,—

Showeth,

THAT, previous to the meeting above referred to, several of your Memorialists, upon the issuing of the Royal Commission on Railways in April last, deemed it desirable to organise public meetings in Dublin to elicit the feeling of the country as to the necessity of Irish Railway Reform, and which meeting was held on the 1st of June last, when the following resolutions were passed unanimously.

IRISH RAILWAY REFORM MOVEMENT.

At a highly important and influential meeting held by requisition at the Mansion House, Dublin, on Thursday, 1st of June instant, in order to aid the Royal Commission now sitting in London, and receiving evidence in regard to the charges, rates, and management of Irish Railway Companies, and to adopt such measures as may be deemed advisable for carrying out the principles of the Railway Act of 1844 (7 & 8 Vict. c. 85), now about to come into operation, in such manner as the state of Ireland so urgently demands,—

The Right Honourable the Lord Mayor in the Chair :

1st. That it is the opinion of this meeting that no measure would be better calculated to develop the resources of Ireland and improve the social condition of the Irish people than one whereby the present fares and railway charges would be reduced to a low and uniform rate, and unity of action be effectually established ; provided, however, that any arrangement of the kind shall provide ample protection for the property of railway proprietors.

2d. That the General Railway Act of 1844 (7 & 8 Vict. c. 85), by which the Government is enabled, on certain terms and conditions, to deal with or purchase all railways thereafter to be constructed, presents one method of carrying out the above object.

3d. That the increased traffic which would be created by a uniform system of low rates, together with the considerable reduction of charges which would be effected by a less oppressive rate of interest on railway

debt, and by a consolidation of railway management, would, in the opinion of this meeting, more than compensate for any temporary loss arising from reduced rates.

4th. That Her Majesty's Government having appointed a Royal Commission to institute inquiries with reference to the railway system of Ireland, it behoves the public to afford the Commission every possible assistance and information.

5th. That the chairman, the secretaries, the movers and seconders of resolutions, together with such other gentlemen as they may invite to join them, be appointed a committee to carry out the object of this meeting.

That Memorialists, acting upon the foregoing resolutions, formed a committee, with the then Lord Mayor as chairman, aided by many of the most influential citizens, and having instituted inquiries from the various Chambers of Commerce and bodies throughout Ireland, as suggested by the Circular issued by the Royal Commissioners, inviting evidence upon the rates, charges, and management of the Railways in Great Britain and Ireland, obtained replies from all the leading commercial communities and others, furnishing the most ample proof that the present system of charges and management of the Irish Railways was not adapted to the commerce of the country, or calculated to promote its growth and development.

That the committee appointed by Memorialists accordingly, at some expense and considerable labour and time, collected the aforesaid evidence, and delegated several members of the Irish Railway Reform Committee to present themselves for examination of and in support of said evidence before the Royal Commission on Railways then sitting, who were pleased to approve of their being examined. Their testimony will be found in the papers relating to Railways in Ireland, and styled "The Evidence and Papers relating to Railways in Ireland," January 1866, just published by authority of the Royal Commissioners, to which Memorialists most respectfully refer your Lordship.

That Memorialists, for the purpose of again bringing before the country what had been done by the committee of your Memorialists, and feeling assured that a reference to the whole of the evidence given before the Commission, and now in print, had proved the case for railway reform in Ireland, did not hesitate, in compliance with a requisition of great influence and weight, to call another aggregate meeting, which was held in the great room of the Mansion House on the second day of the present month (February 1866), the Right honourable the Lord Mayor presiding.

A copy of said requisition and report of the meeting Memorialists have the honour to respectfully submit herewith.

That meeting was not only numerously attended, but may be said to have largely represented the land, commerce, and general industry of the country.

The resolutions then adopted are herewith submitted to your Lordship's favourable consideration, under the conviction that the time has arrived when, owing to the exceptional condition of Ireland, a compliance with the prayer of your Memorialists would confer upon her the greatest boon she has in modern times received at the hands of the British Government.

"Resolutions," 2d February 1866.

IRISH RAILWAY REFORM.

At the aggregate meeting held this day in the Round Room of the Mansion House, convened by the Right Honourable the Lord Mayor, pursuant to public requisition, and which was numerously attended, the following Resolutions were passed unanimously:—

Resolved,—That in the opinion of this meeting, the evidence on Irish Railways taken by the Royal Commissioners, and just published by the Government, fully

fully proves the necessity of a thorough reform of the management and a reduction of the rates of the Irish Railways, for the interest of the shareholders as well as the public.

Resolved,—That the financial position of the Irish Railways is such that the Directors cannot be expected to carry out the necessary reduction of fares and charges advocated by this meeting on their own responsibility; and as the Royal Commissioners have not reported specially on the Irish system, and as a considerable time must elapse before the publication of their general Report for the United Kingdom, we respectfully call upon the Government to take the evidence on Irish Railways as published into their immediate consideration, with the view of bringing forward a measure this Session of Parliament, whereby the principles of the Railway Act of 1844 (7 & 8 Vict. c. 85), may be applied to the whole group of railways in Ireland.

Resolved,—That while we desire to leave the Government and the Legislature perfectly free to determine in what way the principles of the Railway Act of 1844 may be applied to the Irish Railways, this meeting is of opinion that no measure of railway reform would be complete which did not provide for a substantial reduction of fares, and uniformity of management, upon the whole Irish system.

Resolved,—That in the opinion of this meeting, whatever plan may be adopted by the Legislature for Railway Reform, it should effectually secure the property of existing proprietors and vested interests of every kind.

Resolved,—That considering the great benefit which all classes in this country would derive from uniformity of management and cheap fares and rates, it is the opinion of the meeting that if the Government bring forward such a measure for the reform and management of Irish railways as would meet the wants of the Irish people, whatever temporary loss the change might involve should be made up by relieving railroads from local taxation, and by a special provision applicable to this country to supply the deficiency.

Resolved,—That a memorial embodying the principles of the foregoing resolutions be drawn up, and presented to the Government; and that we call upon all classes throughout the country generally to co-operate with us to petition Parliament on the subject; and that the Right Honourable the Lord Mayor, as Chairman of this meeting, be requested to sign its memorial.

Resolved,—That the resolutions adopted at this meeting, and the requisition convening it, be forwarded to the Royal Commission on Railways, with a request that they will take into their consideration the propositions therein contained.

Resolved,—That the thanks of this meeting are due and are hereby given to the members of the Irish Railway Reform Committee for their exertions in bringing the question of Railway Reform before the country, and especially to such of them as at great inconvenience and expense attended before the Royal Commission and gave valuable evidence, as may be seen in the Blue Book just published, and that they be requested to continue their labours for carrying out the objects set forth in the foregoing resolutions, and be instructed to obtain as far as possible the co-operation of the Peers and Irish Members of Parliament for that purpose.

Resolved,—That a subscription be now entered into to defray the expenses incurred by this movement and placed to the credit of our treasurers.

Resolved,—That the special thanks of the meeting are presented to the Irish press, and particularly the Dublin journals, for the liberal and efficient aid they have afforded the cause of Railway Reform, and that they be requested to continue it as essential to the good of the movement.

Resolved,—That the Lord Mayor do leave the chair, and that John Barrington, Esq., T.C.D.L., be called thereto.

Resolved,—That the cordial thanks of this meeting be given to the Right Honourable the Lord Mayor for the assistance he has given the movement, and for the prompt manner in which he complied with the wish of the requisitionists,

tionists, and for having granted the use of the Mansion House, as well as for the urbanity and efficiency with which he presided over this great and important meeting.

Resolved,—That the secretary, Mr. R. Jackson, is entitled to the thanks of the meeting for his zealous attention, and for the assistance he has rendered the movement.

Memorialists earnestly pray that the principles of the Railway Act, 1844 (7 & 8 Vict. c. 85), may be applied to the whole group of Irish railways, or such revised form of said Act as the Government and Legislature may be pleased to consider most suitable, upon a review of their present position and prospects, it being on the grounds of pressing necessity for prompt and separate legislation that the Memorialists venture to humbly and urgently solicit your Lordship to anticipate the Report on the Railways of the United Kingdom, as the Irish section forms a distinct and altogether separate case, warranting your Lordship in recommending the prayer of Memorialists, that the great financial burdens by which many of the Irish Railway Companies are overborne may be removed, an equitable adjustment of rates and charges be effected, an uniform and economical management be secured, and scope be thus given for a complete utilization of the system, adapted to the means and necessities of the country, thereby conferring an Imperial measure of immense national benefit, and giving an impetus to many branches of manufacture and enterprise now either dormant or struggling, and providing a channel for directing the minds of the industrious classes to the exertions now making to improve their condition.

That Memorialists venture to (in confirmation of their statement as to the depressed financial condition of the Irish lines) refer to the Memorial lately presented to your Lordship by several of the Irish Railways admitting their prostrate position, and asking for financial relief, offering in lieu to submit to any revision of rates and management that your Lordship might see fit to introduce. The statements of said Memorialists supplies your Lordship with sufficient data, and precludes the necessity of now entering upon a financial statement in reference to these companies; but Memorialists strictly adhere to the principle set forth in Resolution No. 3, annexed hereto, in reference to said companies.

That Memorialists respectfully beg leave to submit for your Lordship's information the following comparative results of the separate revenues derived from the railways of the United Kingdom, as contained from the returns of the Board of Trade for the year 1864 :—

	Miles open.	Gross Revenue per Annum.	Per Mile.
		£.	£.
England - - -	8,890	28,667,664	3,229
Scotland - - -	2,105	3,776,309	1,789
Ireland - - -	1,794	1,581,606	882

From which it will be seen that the Irish lines are in mileage proportion greatly below their proper ratio, and that in a great measure the discrepancy may be attributable to the comparatively higher rates for passengers and merchandise on Irish lines, as can be seen on page 368 of the Blue Book issued January 1866, containing the statistical evidence and papers on Irish lines. And your memorialists are of opinion that if a suitable reduction of the fares and rates be carried out, the result would ultimately be an increase of revenue, accompanied by great corresponding advantages to the trading community and the middle and lower classes, who are now prohibited from using the railways in consequence of the present high charges and limited management.

That Memorialists, in conclusion, beg leave to state that the capital embarked on Irish lines amounts to nearly 25 millions, one half of which is issued at preference rates of interest or dividends, the average rate payable being 5 per cent. per annum, which is found to be oppressive, and to meet which exorbitant rates and charges are framed, and which leaves a portion of the remaining half only an average of about 3 per cent. per annum; but in many instances

instances no dividend or interest is received by the original shareholders. Memorialists' main object is to obtain financial relief for the railways in Ireland, whereby an uniform rate of dividend and uniform rates and charges may be effected by a Government measure; that the whole system shall be placed under an improved management and a permanent and satisfactory basis, for the good of the entire kingdom.

May it therefore please your Lordship to bring forward the prayer of your Memorialists for the immediate consideration of the Commissioners, and induce them to adopt such legislative measures for the improvement and relief of Irish railways as to your wisdom may seem meet, and as their present state so urgently demands. And your Petitioners will ever pray.

Signed on behalf of said Memorialists and by their request,

(signed) *James W. Mackey*, Lord Mayor,
Chairman.

RAILWAY REFORM (IRELAND).

COPY of a MEMORIAL to the Chancellor of the
Exchequer, signed by the Lord Mayor of *Dub-*
lin on behalf of a Public Meeting held in that
City on 2d February, on the Subject of RAIL-
WAY REFORM.

(*Mr. Childers.*)

Ordered, by The House of Commons, to be Printed,
11 May 1866.

RAILWAYS (IRELAND).

RETURN to an Order of the Honourable The House of Commons,
dated 17 July 1866;—for,

COPY “of TREASURY MINUTES of the 24th day of May and the 15th day of
June 1866, relative to proposed ADVANCES to IRISH RAILWAY COMPANIES.”

Treasury Chambers, }
18 July 1866. }

GEORGE WARD HUNT.

COPY of TREASURY MINUTE, dated 24 May 1866.

EARL RUSSELL and the Chancellor of the Exchequer state to the Board that they have received a deputation, consisting of Lord Clanricarde, Lord Devon, Mr. Malcolmson, and other gentlemen largely interested in Irish Railways.

The deputation represented, that in consequence of the present monetary derangement, not only is it impossible for the Irish Railway Companies generally to obtain money for the works in progress on reasonable terms, but that many of those Companies are now called upon to repay, at short notice, large sums advanced on mortgage or other security for the prosecution of these works; and that great embarrassment and wide-spread distress in Ireland will follow, unless the Companies thus circumstanced should receive some assistance from Her Majesty's Government.

It would appear from the statements made by the deputation, that debentures to the extent of, at least, 500,000 *l.*, are coming due within the next twelve months, and that other advances have likewise been made, in many cases, to Boards of Directors on their personal security, which it is likely, to a large extent, will be immediately called in.

Lord Russell and Mr. Gladstone state, that in their opinion it would be difficult to adopt any scheme of a permanent nature affecting railways in Ireland until the Royal Commission on Railways shall have made its report. But that this objection would not apply with equal force to temporary measures which might be taken in view, especially of the present derangement of the money market; and they propose that some assurance should be given to the Companies referred to of the willingness of Her Majesty's Government to assist within certain limits, and through the agency of the Public Works Loan Commissioners, in meeting the demands of the holders of railway debentures or other securities which may be about to fall due, under the circumstances stated.

They recommend, accordingly, that the Public Works Loan Commissioners should be authorised to advance, during the next three months, on the security of debentures already issued, and being overdue or falling due during that period, sums not exceeding in the whole 500,000 *l.* for one year, at a rate of interest not being less than 4 per cent., with the distinct understanding, however, that the Public Works Loan Commissioners, in accepting these debentures, shall be satisfied as to the sufficiency of the security offered.

Before the expiration of the three months, it will be open for consideration whether circumstances may render any further extension of the period advisable.

Lord Russell and Mr. Gladstone add, that if it should be found necessary to obtain the sanction of Parliament for such a relaxation as regards the purposes for which the Public Works Loan Commissioners are empowered to make advances, as this measure may require, they recommend that a Bill for the purpose should be forthwith prepared, and submitted to Parliament. My Lords fully concur and are pleased to adopt the recommendations of the First Lord and the Chancellor of the Exchequer. Their Lordships, however, desire that it may be clearly understood that they reserve to themselves a full discretion as to the terms upon which the loans are to be made; but that in no case are they to be under 4 per cent., and that the object of the concession under the extraordinary circumstances of the present emergency is to enable railway companies in Ireland to re-issue debentures, which were originally issued at par, to parties having *bond fide* invested their money in those securities.

Let a copy of this Minute be sent to the Public Works Loan Commissioners for their information and guidance, and state that if the Commissioners will consent to undertake the further and important functions which on the present temporary emergency will devolve upon them under this Minute; and if, in their opinion, it will be necessary to obtain additional powers from Parliament, my Lords request that they will instruct their solicitor to prepare a Bill, to be submitted to Parliament, with as little delay as possible; and in such Bill it appears to my Lords that the following points should be provided for:—

1. That the rate of interest should be at the discretion of this Board, but not less than 4 per cent.

My Lords are disposed to think that the interest to be charged for money advanced to take up any existing debentures should be, under ordinary circumstances, at the same rate as that to which the debentures so taken up, or assigned were liable, otherwise it might become the object of each company to endeavour to transfer all their debenture debts to the Government.

2. The Bill should provide for overdue debentures as well as debentures falling due within the next three months.

It would seem desirable that an expeditious and cheap means of recovering should be provided in the event of the Companies being unable to redeem the debentures transferred to Government at the expiration of the period, by which, without prejudice to other creditors, the costs of proceedings might be saved.

COPY OF TREASURY MINUTE, dated 15 June 1866.

THE Financial Secretary states to the Board that he had received a deputation this day, consisting of Lord Clanricarde, Lord Devon, Mr. Malcolmson, and other gentlemen interested in Irish railways, with reference to the Treasury Minute of 24 May.

Different members of the deputation, in the course of their discussion, urged upon the consideration of Her Majesty's Government the following points as alterations in, or additions to, the conditions under which the loans were to be made to railway companies in Ireland, as set forth in the Minute referred to:—

1. That the power to the Public Works Loan Commissioners to lend should be extended to any legal securities within the borrowing powers of each railway company, whether the full amount of borrowing power may have been already exercised or not.

2. That the power of lending should be continued by the Act for a period of three years, so as to enable any debenture falling due during that time to be taken up.

3. That the securities upon which the Public Works Loan Commissioners are to be empowered to make loans should not be limited to debentures, or such other securities as are, strictly speaking, issued in accordance with Acts of Parliament, as provided in the Minute of 24 May, but should include directors' acceptances.

4. That

4. That the borrowing and lending power with reference to each company should extend to the entire capital, so as to enable the Public Works Loan Commissioners to take preference or other shares as security for loans.

5. That the interest to be charged by the Public Works Loan Commissioners should not necessarily be at the same rate as that payable in respect of the securities to be paid off by the loans.

Mr. Childers states that he is unable to recommend the concessions involved in the 1st, 3d, and 4th propositions.

As regards the 2d, he observes that it seems unnecessary ; should circumstances hereafter require an extension of the period during which the lending and borrowing powers are to be exercised, it would seem the more proper course to seek from Parliament in a future Session an extension of the powers.

And as regards the 5th proposition, he suggests to the Board that it might be desirable to reserve to this Board the power, under special circumstances, to reduce the rate of interest below that paid in respect of the securities paid off ; but in such cases the Minute should be submitted to Parliament.

My Lords concur and are pleased to direct that a communication be addressed to Lord Clanricarde, that my Lords are unable to entertain the 1st, 2d, 3d, and 4th propositions ; but that they have given instructions to have the Bill modified, so as to admit of the rate of interest being reduced, under special circumstances, below the rate previously paid.

Transmit a copy of this Minute to the Public Works Loan Commissioners.

RAILWAYS (IRELAND).

COPY of TREASURY MINUTES of 24 May and
16 June 1866, relative to proposed ADVANCES to
IRISH RAILWAY COMPANIES.

(*Mr. Hunt.*)

Ordered, by The House of Commons, to be Printed,
17 July 1866.

ROYAL COMMISSION ON RAILWAYS.

EVIDENCE AND PAPERS

RELATING TO

RAILWAYS IN IRELAND.

(Extracted from the Proceedings of the Commission.)

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:
PRINTED BY GEORGE E. EYRE AND WILLIAM SPOTTISWOODE,
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FOR HER MAJESTY'S STATIONERY OFFICE.

1866.

ANALYSIS OF EVIDENCE.

ALLPORT, JAMES, ESQ. (*Analysis of his Evidence.*)

Is general manager of the Midland Railway Company; 5261. Has only temporary arrangements for through booking for tourists and goods to a limited extent. Has found that agreements between Irish and other English companies have materially interfered with through booking of Irish railways. Through booking traffic is embraced by arrangements with Ulster Company; they have also made similar arrangements with other English companies; 5265-5267, 5269. Midland Company have attempted to make arrangements with other companies, but have failed. If better arrangements could be made between English and Irish companies a large amount of traffic could be developed which does not now exist. Irish railways ought to be thrown open to every English company who can book through by a reasonable route. Free trade principle adopted upon Midland Railway is best for the companies and the public; 5268-5271. Is not generally in favour of compulsory powers for booking through, but thinks that if English companies make an arrangement with one Irish company they should be compelled to make arrangements with others having reasonable routes; 5272, 5273. Attempted some years since to book through to Belfast and South of Ireland, but difficulties were raised by the boards and it was given up; 5274, 5275. Is aware that Irish railway companies are now applying to the Government for further assistance; if given, it should be upon condition that the whole of Irish railways are thrown open to English system; 5276-5280. Inconvenience arises from country being split up into such small divisions. Amalgamation would be as advantageous to Irish railway system as it has been to the English. Sufficient scope in Ireland for two or three systems of railways, but all should be compelled to work in harmony with each other. Is not in favour of Government supervision, even in the particular case of Ireland, as it is not equal to private management. It would not be necessary to have a supervising power to prevent unfair competition, as that might be left to arbitration; several cases in England where standing arbitrators are appointed. The proper way to regulate companies would be to lay down certain rules, and add an arbitration clause, which clause should be extended to the public. Would be a good system to extend to English companies if they called upon Government to assist them; 5281-5290. Is aware that it has been recommended that Government should purchase Irish railways; objects if management in the hands of Government. If difficulties in the way of leasing overcome, and a lease were to be granted to a small number of individuals, management of railways could not be superior to present management. Reasons why witness thinks Government management inferior to that of body of directors; discussion thereupon. If Government granted a lease and allowed proprietors to appoint their officers, it would be merely transferring the railways over to the Government for the Government to transfer them back again to a company; 5291-5305. Present management of railways in Ireland generally speaking satisfactory to the public; they are tolerably well managed. Thinks they have done all that can be reasonably expected of them towards developing resources of the country. Is not aware that any of them have been managed with a view to favour steam ship companies rather than the shareholders; there has been a tendency to make exclusive arrangements with one or two English companies; 5306-5308. Midland system has connexion with South of Ireland by way of Bristol. Has exchange traffic with steamboat companies trading to that port, but no through booking arrangements with any other Irish company through Bristol; 5309, 5310. Has no coal traffic arrangements with any Irish company. Coal traffic in Ireland could be much developed if companies adopted same free-trade policy which has guided Midland affairs; increase of this traffic in the last 17 years. Send no coals to Ireland. Mileage rate to London varies according to distance and circumstances; states *modus operandi*. Highest rate does not exceed $1\frac{1}{2}d.$ per ton per mile, lowest about $\frac{3}{4}d.$ Rates do not include use of waggons or terminal charges; terminal charges in the country

ALLPORT, JAMES, ESQ.—*cont.*

and in London. Same rate for large as for small quantities; 5311-5324, 5336, 5337. If a fair mileage rate were established, believes Yorkshire coal could be delivered in Dublin for 12s. 6d. or 13s. per ton. If coals were conveyed across the Channel to Ireland by screw steamers as they are between the North and London, with same rate for long distances as Midland, the whole of Ireland could be freely supplied with English coal. Is aware that there is no communication in Dublin between railways and the wharves. Cartage makes a considerable additional charge. Assuming that railway charged $\frac{1}{2}d.$ per ton per mile, there is no reason why coal should not be sold at stations on extreme west coast of Ireland for about 16s. or 17s. per ton. Obstacles that prevent attempts being made. Boards and managers of two or three large companies in England think that no company could carry at the rate of $\frac{1}{2}d.$ per ton per mile; 5325-5334. Has always found temporary loss has followed reduction of rates, but generally there has been a gain in the end; 5335. Reductions on Midland Railway have been made from time to time; occasionally even now they reduce the present low rate; 5338. No reason why experiments in reduction of rates would be attended with more difficulty or greater risk in Ireland than in England; it should be done with care; would be attended with loss, but increase of traffic would ultimately make it up; in agricultural districts it takes much longer time to make up loss than in manufacturing districts, more especially where the population is comparatively poor. A reduction is frequently made in one district, and not in another. Mentions three instances upon the Midland; 5340-5342. Would not reduce third-class fares from 1d. to $\frac{3}{4}d.$ at once, but gradually until seen how far reduction may be carried with profit; 5343. It is possible that from Bristol to Lancaster (extreme length of railway) a third-class passenger could not go and return same day; such a state of things as that a third-class passenger upon any part of Southern and Western railway could not go to and from Ennis same day should not exist, as it tends to check traffic. Midland issue third-class day tickets at a reduction of 25 per cent. from double fares; these are much taken between country places and market towns; would be to interest of railway companies in Ireland to do the same. Has been for some years trying to get the same system adopted from all places in England to all places in Scotland, but has not yet succeeded; 5344-5356. Has tried to establish a low scale of third-class fares in purely agricultural districts. Result of an experiment made to abolish second-class carriages and only have first and third, and how long it took to recover itself; 5358-5374. If Irish railways were purchased by Government and leased to a company, they would be willing to wait with greater patience for result of experiment than could be expected from present boards of directors, though that would depend very much upon the terms of the lease; 5370-5374.

BAGOT, MR. JOHN. (*Analysis of his Evidence.*)

Is a merchant in Dublin; 6992. Great complaints from merchants of inequalities in the charges, and also of the through rates being most injurious to Dublin trade; how they affect commercial travellers and customers from country towns. Mentions a case where great inconvenience was occasioned from insufficiency of third-class trains from Dublin to Tralee. Goods can be delivered in Carlow *via* Dublin from Liverpool nearly as cheap as from Dublin to Carlow, in consequence Carlow customers are driven from Dublin to Liverpool. Specifies particular charges upon certain articles. Formerly certain goods were delivered from Dublin to Bagenalstown for 7s., but in consequence of arbitrary classification are now charged 8s. 6d. to 18s. 6d. Company refuses to supply classification lists, and Great Southern and Western and Midland Great Western do not keep tariff of prices; 6993-6999. Difference in the rates for corn, seed corn, and seed, leads to people marking goods improperly. Difference in rates for ginger cordial and ginger wine, although both same value. Inequalities in

BAGOT, MR. JOHN.—*cont.*

the rates for small parcels, and method adopted in order to make parcels up to luggage weight, and thereby save expense. Can get no explanation of these inequalities in Ireland. Would like to see penny postage system carried out for parcels, that is, same rate for any distance, or might be divided into 50 or 100 miles. Same charge on same railway for a hamper of soda-water for 25 as for 51 miles; 7000-7011. 7018, 7019. Has heard that railway companies give preferential rates; this may be the reason why they will not give tariff of prices. Should not be allowed. Complains also of the break in railways. Inconvenience felt from this cause by a person wishing to go to Derry. In consequence of high rates contract tickets are seldom issued; 7012-7017. In some cases parcels rates have doubled on Dublin and Kingstown railway; not many goods sent; line too short. Carry market parcels and market baskets free. Four-horse coach running by side of railway, which carries cheaper than the railway; 7020-7025. General good that would arise from serious reduction in rates would completely outbalance any small evil that might be done in other respects. Would like people to be able to carry their fish to all parts of the country inland. Gives rates for herrings from Arklow to Dublin; high rates do not prevent them being eaten by the people there. Difference in charge might be appreciable in consumption. Reason why generally obliged to pay half the carriage of goods to most of the customers; 7026-7031. Can send goods to Cork cheaper than to such places as Templemore and Mallow; also sends goods to Londonderry by way of Liverpool cheaper than direct from Dublin. Gives difference and insurance by water; 7031-7039. Would propose as a remedy to present state of things that Government should take possession or control of railways, so that people should be able to travel for $\frac{1}{2}$ d. per mile third class; thinks it would pay; 7040, 7041. Customers would transact their business in person instead of by correspondence if they could travel cheaply. Mentions a case of store cattle being driven 60 or 70 miles in consequence of the high rates; would have cost double if sent by railway. Thinks a less reduction than 50 per cent. would induce them to be sent by railway. Fat cattle are also sent by road for a shorter distance; 7042-7048. Is not prepared to enter more fully in detail into nature of great movement that should be made for reduction of rates; differs *in toto* from gentlemen connected with railways who say that if a penny is taken off it cannot be made up; 7049.

BARRINGTON, JOHN, Esq. (*Analysis of his Evidence.*)

Is Lord Mayor of Dublin; as such presided at meeting held to consider subject of Irish railways. Has heard much about the subject, and has a general knowledge of the position of the country with regard to it; 7104, 7105. Some alteration required in system, but very hard to suggest a remedy. Result of meeting was the receipt of 18 letters, consisting mostly of complaints of what are considered excessive charges, and how they militate against shopkeepers in the country, by parties living in the neighbourhood round these country towns finding it more advantageous to go and buy direct in Dublin. Reasons which may induce them to go there; 7106, 7107. 7124-7130. Not sufficient inducement to labouring classes to travel. Fares are too high. Experiment tried last week or two on Midland Great Western line of running an excursion train at single fares for third-class passengers; the receipts increased 1,000%. It was the artisan class who chiefly made use of these trains; 7108-7110. Railway companies have objected to carrying people at low fares, thinking the better classes would avail themselves of them, and not travel first or second class; does not think they would. No reason why the rich should not enjoy low fares. Midland Great Western has got into different hands, who are trying a reduction of fares. Great Southern and Western lines are running excursion trains at a single fare for the Exhibition. Has been informed that they rather lost by it; 7111-7120. No difficulty in organizing excursion trains in Ireland for want of facilities for amusement and entertainment of the people. At Killarney, hotels, &c. are very good; not so good at Connemara, but no difficulty in getting anything to eat there. Hands in a letter headed "Irish Railway Reform Movement. Statement as submitted by the Right Hon. the Lord Mayor of Dublin to the Royal Commissioners on Railways, showing causes of complaint on Irish lines;" 7121-7123. Is a soap manufacturer in Dublin; sends products all over the country. Has been put to disadvantage in consequence of different rates charged between Liverpool or other towns in England and towns in Ireland, as com-

BARRINGTON, JOHN, Esq.—*cont.*

pared with the rates between different towns in Ireland. Has been obliged to ship goods over to Liverpool to be taken to Sligo. Cheaper to send them by that route; now sends them by railway, and allows customer 10s. per ton; nearly half the profit. Does not know cost by either route. Goods going from Liverpool to Sligo go round the coast; go same way to Ballina. Natural difficulty of sea conveyance being cheaper than land conveyance might be got over by reducing land carriage; 7131-7137. If rates were lower would send an increased quantity of soap to Sligo and be able to compete with Liverpool men. Cannot send it from Dublin there by sea. Reduction would bring trade direct to Dublin; would be profitable to railway companies. Has repeatedly written to directors of Great Southern and Western Line as to a lower tariff from Dublin to Cork, but they will not consent to it. If rates were reduced one half could supply Cork market with soap. Hands in table, sent by Alderman Mackie, showing through rates from different towns in England to different towns in Ireland, the various relations of one to another, and how they affect his trade. Return defective in not giving charges from Dublin to certain towns in Ireland; 7138-7147. 7278, 7279. Thinks that if Commission were to suggest that a committee should sit in Dublin and go through country and see real position of railways some good might result from it. Long discussion as to whether fuller information could be obtained by so doing, and in the event of this being granted, whether people in England might not desire same thing; and also as to whether more information could be acquired by a committee in Dublin as to feeling in regard to proposed new tax; 7148-7161. 7257-7277. In case of some railways it would be very beneficial if Government interfered; might buy up some, or lend them money at a low rate of interest. General feeling that railway directors are not liberal enough with the public. Difference of opinion prevails as to whether Government should interfere. Mentions Mr. Galt's views, and states that there are many who think that Government, by purchasing railways at a certain rent, might benefit the people by reducing the fares, and that loss, if any, might be met by imposing an income tax for Ireland of 1d. in the pound. Has not ascertained the opinions of others, but thinks that plan would be generally acceptable. Would not mind an additional 1d. in the pound, benefit to the country should be looked to. Owners of landed property would not like it, but from increased prosperity of the country they might get higher rents, and there would probably be a demand for building ground. Believes that after a time traffic would so increase that there would be no necessity for the tax. Is of opinion that the whole community would receive a benefit from such a scheme; 7162-7178. 7198-7202. What addition it would be necessary to make to a certain resolution (handed to witness) before it would be carried at a public meeting in Dublin. Whole country has been benefited by construction of railways; benefits would be extended by a large reduction in the rates; 7179-7184. Discussion as to whether landowners whose land is held on long leases, owners of property held on perpetuity leases, and absentees, would receive a benefit equal in value to amount they would have to pay in income tax; 7185-7202. If Government once took up the railways, they could not go back to old system; would have to make new lines. Saving that would be effected in management. If a large reduction were made gain to the public would be a great deal more than the loss; 7203, 7204. If old lines did not pay with reduced rates, new lines would increase loss; 7204-7207. An extension of railways in a district already supplied might improve it even still more, and much more than amount of tax they would have to pay. Could not be extended without consent of Parliament. If Government did not think it would pay, they would not make line. No railway should be constructed with the intent of making it remunerative by imposing high rates, but inhabitants should wait until country sufficiently populated to make it remunerative. Parliament might take a case of this kind into their consideration; 7208-7216. Rates by Bianconi's cars. If Government were to take possession of all existing railways, it would be necessary for completion of scheme that all future ones should come into their hands. Parliament might either prevent new railways being made, or give authority to private speculators to make them upon condition that after a certain time they should be handed over to Government. Reads a letter from Mr. Goodbody, a large miller at Clara in the centre of Ireland, who states that if coal could be carried for $\frac{1}{2}$ d. per ton per mile, it would come into more general use and be a fruitful source of revenue. Many who get

BARRINGTON, JOHN, ESQ.—cont.

their living by making and saving turf and selling it in the towns would obtain employment in other ways; some might suffer. Objection made to the introduction of coal; same was made to introduction of machinery; 7217-7228. Getting coal into interior of the country, and making it available for working machinery, would provide a much more profitable employment than cutting turf; number of population that used to cut turf diminishing. From Clara it is 80 miles to nearest port; does not know charge for coal by railway; Mr. Goodbody states it is 1*d.* a ton per mile. If there should be a large demand at the port, price would slightly increase; would soon equalize itself. A reduction of one-half upon this distance would make a difference in the price of coal to extent of 3*s.* 4*d.* per ton; reduction would be about 25 per cent. on present prices. It would probably bring coal into use in places in the neighbourhood of which turf is obtained. Facilities for unloading coal in port of Dublin defective; movement in Dublin to empty the ships by machinery will make the price uniform throughout the year. Is aware that in most parts of England the railway comes down to the landing place, and that coal is unshipped at about 2*d.* or 3*d.* a ton. In Dublin it costs 3*s.* 6*d.* An Act has been passed this session to lay down tramways along the quays; will make coal cheaper in Dublin, and people in interior will also get it; would be a great inducement to a poor man to use coal if he could get it for 2*s.* or 3*s.* a ton cheaper; 7229-7249. Discussion as to whether people at such places as Clara are not in a better position for obtaining coal than people in south of England; 7250-7254. If Government took railways, and average loss for first two or three years was a million per annum, but afterwards from increased traffic there was no loss at all, people of Ireland would not wish for a further reduction; 7255. Is not aware that rates for third-class passengers in India average $\frac{1}{8}$ ths of a penny per mile; 7256. Reads two letters, one complaining of railway charges for conveying cattle and sheep, and their result; and the other of railway arrangements in connexion with Wicklow Copper Mining Company. Hands in a letter received from one of the directors of this company giving a full account of the different rates charged. Refers to district between Dublin and Bray and Kingstown, which shows that low fares encourage the people to go about. Scarcely fair to compare this district with others, it being a pleasure district; 7280, 7281.

BEWLAY, MR. THOMAS. (Analysis of his Evidence.)

Is a merchant in Dublin; 6901. Arrangements made by English companies for transmission of goods by Irish railways detrimental to mercantile interests of Dublin, and invariably made for interests of English lines, and not with regard to Irish traffic. Gives three illustrations showing difference in rates charged from Liverpool and from Glasgow to certain places *via* Dublin, and to same places from Dublin; reason why difference made. If Midland railway can afford to carry at low rates through Dublin, they ought to carry at lower rates from Dublin, and not charge more. Does not know freight from Liverpool to Westport. Must allow steamboats something to induce them to take the goods. Is rather a benefit to people at places where difference made. Would have Midland reduce rates, raising them would send traffic by sea; 6902-6918. Is not aware that in many cases Irish railway companies charge Great Western and London and North-western companies a local rate upon Irish portion of line; 6919. Mentions inequalities in the rates charged for manufactured and pig lead (the ores being obtained from Wicklow mountains) sent from Dublin to Belfast and from Dublin to Newry; 6920-6923. Important to commerce of Ireland that there should be a considerable reduction in rates. Reduction would not materially increase produce of ores. How and in what quantities ores are sent to Newry; 6924-6929. Should be a reduction in rates charged for coal into interior of the country. Turf has become a costly article of fuel. Would be a great boon to peasantry if coal could be carried for $\frac{1}{4}$ *d.* per ton per mile, and consumption would greatly increase. At what price obtained from Kingstown, and cost when brought to smelting works; might be delivered at any railway station into interior for about same rate. Means of unloading and placing on the railway should be much cheapened; for 50 or 60 miles would have same effect as reducing rates one-half. Has an agreement with Great Southern and Western Company to carry anthracite coal for 1*d.* per ton for any distance exceeding 30 miles. This coal is not used at smelting works, but principally for lime-burning. Price at pit's mouth, and at a distance of 30 or 40 miles. Distance of mine from railway, and cost of cartage. Not sufficient traffic to

BEWLAY, MR. THOMAS—cont.

warrant a branch railway being made. Consumption not large, and if it were to go to any considerable distance would come into competition with Welsh anthracite coal, which is landed at all the ports from Waterford to Cork at about 7*s.* per ton. Is not suited for domestic purposes. Gives imports of coal into Dublin for 1850-1852 and 1860-1862. Is certain that a large portion of coal goes into the interior of the country. Is carried for 1*d.* per ton per mile. If rate were reduced to $\frac{1}{2}$ *d.* per ton, quantity carried would be enormously increased; 6930-6951. Has heard that present charges on merchandise repress and prevent traffic being carried on, comparing value or market price of goods, at one place and another. If a very large reduction took place, in a very short time increase of traffic would bring up income to an amount greater than at present. A reduction of 75 or 80 per cent. would be sufficient. Would like to see deficiency made up by Legislature guaranteeing something like present rates. Would prefer that deficiency should come out of general funds of United Kingdom, but would be willing to make a special tax for Ireland. If England and Scotland were taxed, would be ultimately benefited in a far greater proportion. Reason why experiment should be tried in Ireland. Gives number of first and second-class passengers carried by five daily trains on Great Southern and Western for the half year, and number of third-class passengers carried by three daily trains on same railway and for same period. If experiment tried as suggested and increase of traffic did not make up for reduction, there would be heavy pressure put upon State to continue low rates. Does not imagine such a contingency would arise; illustrates matter by mentioning number of passengers carried from Cork to Macroom by two opposition cars; gives fares, and states traffic remunerative. Cars very general over south and western parts of Ireland, and as far north as Sligo. Mr. Bianconi ran them until driven off the road by railways. Thinks railway not yet opened from Macroom; 6952-6972. High rates in some districts due to lines having been made in unremunerative districts. Roman Catholic places of worship erected at Dublin and elsewhere by the pennies of the poor and not from legacies or donations; furnishes an analogy to what might be expected on railways were rates low enough to enable the poor to use them; 6973, 6974. May be some who travel third class in Ireland who in England would travel second, but thinks generally people like to associate with their own class; 6975. Reason for reducing first-class fares. Very little pleasure traffic in Ireland. Companies occasionally run excursion trains; should have them every day in the year; 6976-6978. Gives an instance of persons travelling by omnibus and by steamer in consequence of railway being dearer; 6979-6981. Knows instances of cattle being driven along the road, and mentions case of a gentleman driving 65 miles in consequence of the high rates; 6982-6986. Relates a curious circumstance showing disadvantage under which peasantry in Killybegs labour from not being able to bring produce to market; would be a great advantage to have cheap lines of railway carried to such places. Would impress upon Commission that there should be a very large reduction, believing that the greater the reduction the greater will be the success; illustrates this by the penny newspaper and postage stamp, and from the 6,000,000*l.* derived from tobacco, being principally consumed by the lower classes, comparatively little being derived from cigars; wishes to show that income is derivable from the million, and that they are the true source of income. Would not give an opinion as to whether, if tobacco duty were reduced one half, revenue would be the same; 6987-6991.

BIDDER, GEORGE PARKER, ESQ. (Analysis of his Evidence.)

Is a civil engineer and director of the Great Eastern Railway; 4213, 4214. Has been often consulted by railway companies both upon financial and engineering questions. Has paid attention to position of Irish railways generally; 4215, 4216. Whole of railways in Ireland should be amalgamated and placed under one management; 4217, 4218. Suggests a scheme of which the first step would be to obtain an Act of Parliament authorizing Government to buy up all the railways; management of them should then be placed in the hands of a limited company, by having a contract let to them, subject to conditions that there should be facilities given to the public, and low rates for coal, cattle, dairy produce, &c. Explains particularly the scheme; states rates that should be charged, and how the three descriptions of stock should be dealt with. Long discussion thereupon; 4219-4231. 4246-4254.

BIDDER, GEORGE PARKER, Esq.—*cont.*

4259-4271. 4280-4282. 4322-4328. 4356, 4357. 4367-4372. 4393-4400. 4404-4439. 4450, 4451. 4462, 4463. Reduction of rates will stimulate industry of any country; 4232. Thinks there would be a large passenger traffic in Ireland; one train a day at $\frac{1}{4}$ d. per mile would pay this company. It is only by applying a low rate continuously that extent of traffic can be ascertained; 4233, 4234. A large amount of traffic can be carried in a purely agricultural district; cites the Great Eastern; 4235. If rates for coal in Ireland were same as by the Great Eastern there would be a great increase in traffic; the coal owners finding the waggons, the terminal charge being $\frac{1}{2}$ d. The rate from Peterborough, 100 miles, is 108 farthings. If Irish cottagers could get coal they would use it. Consumption both for manufacturing and domestic purposes would increase. Thinks it could be delivered at stations in central parts of Ireland for $\frac{3}{4}$ d. and $\frac{1}{2}$ d. for terminals; price at Dublin quays. Unless under 20s. the Irish poor would not use it; 4236-4245. 4364-4366. 4440, 4441. Is of opinion that Government would receive offers from proposed company, as undertaking would be profitable. Terms of lease might be considered every 10 or 14 years, and readjusted upon net revenue of railway at that period; how to meet objection that by such plan it would not be for the interests of the lessees to stimulate traffic beyond a certain point; 4255-4274. How extensions of railways in Ireland should be dealt with under scheme. Discussion thereupon; 4256-4258, 4319, 4358-4362. If Government bought the railways they would have to pay more than market value; 4272-4274. There might be loss for a year or two if scheme carried out; but saving in management, greater economy in working, better use of rolling stock, and stimulus given to traffic by reduction of rates, would ultimately relieve the State from loss; 4275-4277, 4293, 4294. Has no doubt that the terms offered to State would cover interest of debt; 4278, 4279. Reasons why his scheme preferable to plan either of allowing existing companies to borrow money upon the security of the State at a reduced rate of interest to pay off their debentures, or having compulsory amalgamation between leading companies. If companies were divided into two systems, it would be an improvement upon present system; 4233, 4234. Would object to laying any charge upon the State in order to benefit Ireland. State can confer a benefit upon companies by borrowing at a low rate of interest and accommodating them with capital so obtained. If Government had supplied debentures at $4\frac{1}{2}$ per cent. they could have raised the money for 3s, thereby making considerable profit; 4285-4291. The answer that the contract has been made for a certain number of years would relieve the Government from any pressure put upon them to get new companies to work at unremunerative prices; 4292. All the large English companies have consolidated themselves into great systems without State interference, but many years must elapse before the same rule would work in Ireland; thinks State might step in and hasten operations; 4295-4299. Advantage of concentrating all the railway companies into one would be felt in England as well as in Ireland. Does not think amalgamation in England yet complete; 4300, 4301. In some respects everything said as to Irish railways is applicable to English. Great convenience to several English railway companies if Government would take the debentures; 4202. Scheme applicable only to Ireland. In England could only deal with preference capital and not interfere with management; 4303-4305. Irish railways in same condition as English when Manchester and Liverpool and London and Birmingham were separate lines. Market value of shares would be likely to rise if there were an expectation of scheme being adopted. Value should be taken at announcement of scheme; 4308-4310. If railway traffic increased between first proposal of scheme and adoption, dissatisfaction would be felt by shareholders, but any terms would be an advance of present value; 4311. Any company prepared with requisite capital and security should be allowed to compete for lease of Irish railways. The most eligible terms should be accepted. It might be necessary to appoint a board to receive and judge of tenders. Should not be an Irish board, though Irishmen might be members; 4312-4317. If scheme carried out there would be many dissatisfied, having lost their influence; 4318. Thinks that localities not now served by railways would have no difficulty in getting power to make them, provided they had a legitimate *locus standi*; 4320, 4321. Mineral traffic in Ireland ought to be quadrupled; if rates were reduced one-half the traffic should be doubled; wherever low rates are intro-

BIDDER, GEORGE PARKER, Esq.—*cont.*

duced a fresh source of traffic springs up; 4330-4332. Whether traffic be at low or high rates it is made up by quantity, and comes to this, that the normal earnings of a railway are 5s. a train mile, and normal expenses 2s. 6d.; 4330-4333. If coal were carried for $\frac{1}{2}$ d. instead of for $\frac{3}{4}$ d. as at present, it would not require three times existing traffic to make up for reduction, as goods trains would then be filled; 4334. Increase on English railways and also on continental lines mainly due to their long leads; would be modified when lead only 60 miles, though partly met by terminal charge being the same for 50 as for 60 miles; 4335, 4336. How demurrage upon a waggon is regulated; by consolidating systems it is got rid of; 4337, 4338. Cannot have so long a through rate between any two points of a country which is narrow. When lead is short reduction in charge for conveyance of certain articles depends upon reduction of rate; in coal, if rates were reduced from 1d. to $\frac{1}{2}$ d. in a lead of 50 miles, the saving would be 2s. 6d. per ton; 4339-4341. If passenger fares were reduced to $\frac{1}{4}$ d. a mile the requisite increase would be obtained from more people travelling, and by trains taking goods from station to station on their way; 4342, 4343. Working expenses of Irish railways as compared with Great Eastern are nearly the same per-centage; the former gets an advantage in wages, and from not having to pay Government duty. Chief difference in miscellaneous charges. Charge for permanent way in Ireland not yet up to its full amount; 4344, 4345. 4374-4377. Not acquainted with Great Western amalgamation basis; previously there was as great a division of railway interests in Wales as in Ireland; basis upon which they are being combined; 4346-4352. Difficulty in dealing with amalgamation of railways in Ireland upon same basis; 4353. Amalgamation in England has greatly tended to a gradual reduction of the rates; 4355. Explains the case of the London and North-western Company, giving rates for coal that would not admit of witness sending them to London; 4363. A large saving would be effected by consolidation of Irish railways; 4373. Thinks rolling stock of Irish railways sufficient; 4378. Discussion as to expediency of carrying coal at $\frac{1}{2}$ d. per ton per mile. Gives gradients on certain lines; 4379-4390. It is possible that a company might be found to buy up whole of railways in Ireland, but thinks scheme suggested would be preferable. Companies could not borrow on such easy terms as Government; 4401-4413. In order to develop traffic unequal mileage rates must be adopted; 4442, 4443. States amount set apart for permanent way, engine power, and carriages and waggons, and gives duration of rails and sleepers; 4444-4449. Under proposed plan there would be an inducement to increase traffic. No company would lease railways unless they expected a greatly increased traffic; 4452, 4453. Irish gauge would be no obstacle to working witness's proposal; 4454-4458. The London and North-western and Great Western Companies might be represented in leasing companies. English companies would not get possession of Irish railways to work them to the detriment of all other companies without the sanction of Parliament. They would view it as a mercantile speculation; 4459-4461. Thinks through traffic would be better developed if lease were in the hands of London and North-western Company than in the hands of a mercantile company; 4464, 4465. Cannot state saving in management since Great Eastern amalgamated; 4466, 4467. Reasons why railways should not be in the hands of parties connected with the district; 4469. Local traffic of Great Eastern has been much developed since amalgamation; 4470-4472.

BOILEAU, MR. JOHN GEORGE. (*Analysis of his Evidence.*)

Is a wheat merchant of Dublin; 6802. Has for a considerable time directed his attention to system pursued upon Irish railways. Is of opinion that the proper development of the commerce of the country can only be effected by cheap rates both for passengers and goods. Trade in white paint seriously inconvenienced by Great Southern and Western line charging 20s. per ton, whereas it can be brought by steamer from Liverpool and Bristol for 10s. Present through-rate system organized by London and North-western line, and co-operated with by Irish railways, has proved most detrimental to traders of Dublin; gives an instance. A person leaving Dublin for Belfast will have to travel over three or four different lines whose interest should be identical, but whose operations are antagonistic, and consequently traffic in every way suffers. States that the express train from Dublin arrives in Belfast just one hour too late to catch steamer which sails each evening for Scotland. This accounts for letters taking nearly two days to go from Dublin to Scotland.

BOILEAU, MR. JOHN GEORGE—cont.

How delay may be obviated. Dublin trader suffers from carriage to such towns as Armagh, Enniskillen, &c., being so high that the shopkeepers there cannot come to Dublin, but are confined to Belfast. Great complaints of the high rates charged by Midland Great Western Company. Dublin merchants in sending goods to west of Ireland very frequently ship them by steamer to Liverpool, and thence by steamer to Sligo and Westport, and save considerably by so doing. Dublin and Kingstown Railway have reduced fares, owing to opposition caused by river steamers and by omnibus. Frequent changing of time-table on the Dublin and Wicklow line has been loudly complained of. Has frequently to make a reduction off the carriage paid, or correspondent would transfer his dealings elsewhere. If traders could get their goods as cheap from Dublin as from English outports, much of their business would be sent to Dublin. In consequence of expensive mode of conducting railways, directors cannot venture such experiment as reduction of rates. Has prepared tabular statement, showing charges on articles in large daily consumption. Gives evidence obtained from firm of Alexanders and Co., wholesale druggists, who complain of the high rates charged for goods and small parcels. Inconvenient arrangements made by Midland Great Western line for goods traffic; quotes rates paid for parcels; 6803-6805. If Midland line reduced fares from Dublin to Galway (126 miles) one-third, poor people who now walk would be induced to use the railway. Thinks such reduction would pay the company; 6806-6811, 6816. This railway company have made a special rate for harvest men; but they only did so when they were compelled; 6812-6815.

BRADY, MR. THOMAS F. (*Analysis of his Evidence.*)

Is secretary to Special Commission on Irish Fisheries, and late inspector of fisheries in Ireland; 3182, 3183. Is acquainted with state of all the Irish fisheries. Describes the best coasts for sea fisheries, and enumerates their products; 3184-3186. Since 1844 population employed in fisheries decreased; 3187, 3188. Extension of Irish railways has not led to any increase in produce of fisheries; facilities of transit are insufficient; 3189, 3190. Before extension of railways chief market for fish taken on west coast was in the interior, but now it is sent to Dublin, and from thence to all the principal towns in England. In seaport towns there is a falling off in the demand for fish. Supply in Dublin unequal to demand; 3191-3194, 3275. High rates tend to depress the trade. Better facilities for getting fish away since introduction of railways. States cause of decrease in the trade; 3195-3200. Jolters or hawkers buy the fish at the boats and send it to Dublin. Price of fish risen in consequence of great demand for English market; gives route by which it is sent, and price at the market, and also price paid by hawkers to fishermen. If greater facilities were afforded, fishermen could send their fish direct to factor in Dublin; 3201-3223, 3231, 3232, 3245, 3246, 3248-3257. Quotes rates for fish by certain railways. Midland Railway charge unequal rates in proportion to mileage. Complaints made of inequality, but there has been no alteration. Discussion as to how far a reduction of rates would affect the price of fish. Reasons why fishermen do not send their own fish to market, and thus do away with the middlemen's profit; 3224-3230, 3233-3244, 3247, 3263, 3266-3269. Great many middlemen make large profits. There are no markets where fish is caught, it is sold on the strand in bulk. In some cases there is competition; 3258-3262. Custom of this class of people to sell goods to agents; 3264, 3265. If the fish is spoilt on the journey, profit of middlemen considerably reduced; 3269-3271, 3310-3314. Railways have not benefited the fisheries to the extent contemplated; 3263, 3274. Except at Galway the fisheries on the west coast have not suffered from a trades-union system. A fishing company was established there, and was well supported by the fishermen, but it failed from mismanagement, and not from any obstructions by the people or the railway company; 3276-3282, 3284. Want of private enterprise is the root of much of the evil existing in Ireland; 3283. Railway company at Galway afford every facility; quantity of fish carried by that line in 1852, and where collected; 3285-3291. Reduction of rates would increase quantity sent from Sligo and Ballina, as it has to be carted 16 or 18 miles. Salmon sent from Ballina round north coast by smacks at much less expense than by railway; 3292-3296, 3298-3301. Interviews between Irish Fishery Commissioners and directors of Irish railways; 3297, 3330-3332. No uncertainty in the fishing trade. Galway train starts at 12 o'clock at night, and the boats are all in before that

BRADY, MR. THOMAS F.—cont.

time. A similar train from Sligo or Castlebar would be of great advantage. In some places coarse fish are packed in ice. In such case a few hours' delay is not of much consequence; 3301-3305. Large take of fish at Kinsale last year. There is a good supply in Dublin Bay, but these are not affected by railway carriage. City of Dublin badly supplied with fish, as it is sent off to English market. Reads extracts from Reports of Commissioners, in which they state that moderate rates, especially for small parcels, and quick transit, would benefit the fish trade in certain districts, but that in 1855 the rates were increased from Cork and Dublin. Discussion upon this increase; 3305-3310, 3315-3329. Encouragement to fishermen on western coast, if a reduction were made in freight, and facilities of transit increased. The Great Southern and Western line make up a train when they have large packages of fish. Witness would have trucks attached to ordinary trains to carry the fish. There are no special trains for fish. It is a long time reaching the market, being generally sent by goods train at inconvenient hours. Fish caught at Castlebar on Monday does not get into Dublin market till Wednesday morning, there being no mail train; 3333-3343. General complaints made of want of accommodation on the Great Southern and Western line; 3344-3346. Insufficiency can hardly be attributed to fact, that being a poor country with limited traffic, companies cannot afford to run cheap trains. How requirements of Castlereagh district could be met. Reason why there is no night train from Castlebar to Castlereagh; 3350-3356. Difficulties in getting from place to place by trains not running in connexion with one another. This would be remedied if there were not so many opposing interests; 3357, 3358. Third-class accommodation very bad in Ireland. In consequence of the delay it costs a passenger in the end more to travel third-class to the Dublin markets than if he had gone first-class; 3359-3362.

CAWKWELL, WILLIAM, Esq. (*Analysis of his Evidence.*)

Is general manager of the London and North-western Railway; 5053. Acquainted with Irish railways generally, especially those in connexion with and going through Dublin. Has connexions through Fleetwood and Belfast with northern railways of Ireland; 5054. Had through booking for passengers between principal stations on North-western and Great Southern and Western lines; tried to get it for goods, but only partially succeeded. Have had great difficulties in bringing through booking into operation even with Great Southern and Western. States system of through booking for goods, and arrangements made with that company; 5055-5059, 5079, 5081-5085. Scarcely any through booking from Cork *via* Dublin in consequence of a differential rate of 20 per cent., which throws traffic upon the water. None from Greenore. An Act has been obtained for a railway from Dundalk to Greenore, and for the construction of a port at Greenore. Arrangements the London and North-western Company have made for the traffic; discussion thereupon; 5060-5064, 5090-5095. Between Dublin and Limerick Junction the rates by railway or by sea route are the same. Gets a larger proportion of the traffic between Limerick Junction and Dublin, but does not get heavier traffic between Limerick and Waterford and down to Cork; 5065-5068. Is of opinion that railway traffic of Ireland has not yet been half developed. Steam packet interest in the way of trade being effectually developed; 5069-5072. Irish boards so mixed up with steam packet companies that railway companies do not get the advantages they should. In all divisions of traffic Irish companies have their local rates out first, and other companies have to sacrifice a portion of their receipts on the English side. Irish rates not lower than those of the London and North-western; 5073, 5074. How through booking rates divided; 5075, 5076. English rates for cattle in many cases lower than Irish; 5077. Some of the Irish railways managed with a view to profit steam packet companies rather than railways. Discussion as to liability to sea risk; 5078-5080, 5156, 5157, 5250-5260. When a board interested in steam packets the traffic rates will be fixed to favour their port; 5087, 5088. London and North-western have expended money in Dublin to secure a position upon the Liffey when traffic can be shipped and carried by steamer to Holyhead; has not spent money in Greenore; 5088-5095. Has never seen a letter (*handed in*) from Mr. Stephen Brown addressed to chairman of London and North-western Company respecting Dundalk and Greenore railway scheme; 5096-5098. Has through rates with the Midland Great

CRAWKELL, WILLIAM, ESQ.—*cont.*

Western from all the principal stations, and with Dublin and Drogheda; also with Ulster, by way of Fleetwood, upon condition that sea risk is taken. Mentions arrangements with the different companies as to through booking, and states that company has to pay the Dublin, Wicklow, and Wexford Railway Company 50 per cent. higher fares than are charged for the local traffic between Dublin and Kingstown out of the through fare, and pay station rent in Dublin and expense of clerks; 5099-5116. 5136-5141. Steam packet companies divide the traffic between Dublin and Holyhead as against Liverpool and Dublin. London and North-western authorized to run steamers between Holyhead and Dublin and Kingstown. Cannot put on boats to Greenore; 5117-5120. Carries cattle from Dublin to Manchester by way of Holyhead. Reason why they are not sent through Liverpool; through rate same by both routes. Not same rate from Holyhead to Manchester by railway as from Liverpool to Manchester. Carries traffic between Liverpool and Manchester to satisfaction of steam packet companies and the public; 5121-5134. By way of Holyhead the steamers and railways belong to London and North-western Company; by other route, the steam packet companies are paid, and difference charged on the railway; 5135, 5136. Traffic in goods from Ireland does not much increase. No reason why cattle traffic in Ireland should not be carried on as in Scotland, notwithstanding transhipment necessary to bring in traffic to England. Facilities afforded by Midland Great Western Company, and at Holyhead for sending this traffic to London; 5142-5145. If rates were materially reduced goods traffic would increase considerably; but companies would not get so large a profit as now. Great benefit would result from amalgamation in Ireland. Tried to make arrangement with respect to a group of railways which lie about Dundalk, but did not succeed owing to the different values of the properties; 5146-5149. Difficulty in putting a value upon non-paying dividend lines; might be assisted by borrowed money with regard to their loans; 5150, 5151. Irish railway companies cannot work together, and make their through arrangements as in England; 5152. Absence of through arrangements beneficial to steam packet companies; 5153, 5154. If traffic fairly dealt with between steam packet and railway interest does not think that either would be damaged. Is not aware of any case in England where traffic is encouraged in some particular direction by offering advantages to persons so to send it. Railway companies have a legal right to make their own rates and develop traffic in their own way; 5155-5161. Parliament could not compel companies to give equal rates for goods whether carried by railway or steamboat, unless they guaranteed them a reasonable dividend; 5162. If Irish railways were amalgamated under one company they could not be properly managed; might be divided into three or four systems; 5163, 5164. 5195. 5206. States length of system, gross receipts upon traffic of London and North-western and whole of Irish system. Reason why latter more difficult to manage; 5165-5169. A connecting link in Dublin between all railways that come into Dublin would materially facilitate general management; an Act has been obtained for the purpose, but scheme languishes for want of capital. It would even be to interest of London and North-western to contribute to have link supplied; 5165-5173. If railways could be under one management shareholders and the public would be much benefited; 5174-5179. If Government took Irish railways in hand they would find English companies ready to work them, and by allowing them 50 per cent. of the gross receipts they would have an interest in developing traffic; 5180. 5246-5249. Reasons why it is not advisable to lease lines to a limited liability company. Question discussed; 5181-5185. 5189-5194. 5198-5204. 5207. Upon amalgamation Irish railways would reduce their rates and develop a trade which does not now exist, and at same time secure a gain to the companies; 5186-5188. If all the southern railways were amalgamated into one company it would not be to their interest to carry all the traffic to Dublin so as to have the longest mileage; 5196, 5197. Thinks traffic from south of Ireland to Scotland is nearly all taken by sea; 5205. Beneficial results have followed where Government have assisted railways in agricultural countries in Europe. Does not see any objection to Governments proposing reduction and bearing loss until traffic increased; there would be no ultimate loss; 5208-5210. Irish system of management not satisfactory, and the mere conversion of the railways into two or three systems would not be attended with any important benefit unless there was some alteration made in the boards or some control by Government; 5211-5216. Has

CRAWKELL, WILLIAM, ESQ.—*cont.*

found it difficult to make arrangements, as boards of directors adhere to system of exacting local charges, cartage, &c. If Government appointed good commercial men as directors on Irish boards, matters would be improved; 5217-5221. Discussion as to whether goods can be shipped cheaper from Dundalk through to Manchester, or consigned to an agent at Liverpool to send on to Manchester; 5222-5236. At present there is no through arrangement with respect to coal; company is about to establish a trade by joining some of the Lancashire coal owners in making low rates to Liverpool for the purpose of shipping coal to Ireland. Coal owners have no shipping trade from Liverpool; is principally down to the northern ports. London and North-western Company have applied to Parliament for authority to make a line from Wigan to St. Helen's to join the St. Helen's railways, which will give an access to Widnes and Garston, considerable places for shipping purposes; 5237, 5238. No communication in Dublin between railways and wharves; if connecting link made it will come down to the quays; Bill before Parliament to make tramways along the quays; 5239. If arrangement with Lancashire coal owners carried out coals will be much cheaper in Dublin and in the interior of Ireland, and a large trade will be established; 5240-5245.

CLANCARTY, THE RIGHT HON. THE EARL OF. (*Analysis of his Evidence.*)

Has been for seven years director of the Midland Great Western Railway of Ireland, has regularly attended meetings of the board, and has taken great interest in all their proceedings; 6283, 6284. Moved resolutions for reducing fares to what they were in 1861, when they were raised 10 per cent. Quotes rates for passengers, and receipts, which show that up to 1861 there was a steady increase, but from that time receipts began to decline. Produces a return showing the falling off in 1st and 2nd class passengers, and also in the receipts. General depression in the country about this time, but does not attribute falling off to this circumstance, but the raising of the rates; 6285-6305. 6313-6316. Directors cannot lower rates without appearing to run in rivalry with Great Southern and Western. No attempt made to amalgamate the two companies. Proposed to try as an experiment a reduction of 10 per cent. on portion of the line from Althone to Galway, and guaranteed the company from loss, but board refused; the fares in consequence have fallen off considerably. Reason assigned was, that as there was to be an International Exhibition this year, higher rate of fares might be more productive, an expectation which has not been realized; 6306-6311. 6318-6325. Cannot venture to say in how long a time a reduction of 30, 40, or 50 per cent. would recoup itself; but states that upon first joining board, fares were moderate and traffic increasing, when rates were raised the reverse was the case; 6312. Considerable emigration from west of Ireland; 6317. Would amalgamate all the Irish railways and put them under Government control. Private enterprise in Ireland connected with railways almost extinct. Much depends upon facilities given by railways for transmission of manufactured goods. Is not aware of any special manufacturing or other establishments of any kind which have been got up in consequence of introduction of railways; 6326-6329. Evils that would have been prevented if railways had originally been in hands of Government, and benefits that would accrue by their being under such control. Mentions condition of Irish North-western railway, and states that on many railways, in order to make good dividends money is appropriated to capital which ought to be appropriated to revenue; 6330-6337. 6339, 6340. 6358. A board of directors not prosperous in way of earning revenue, much tempted to starve a line and postpone necessary repairs and expenditure which ought to be carried on every year in order to increase the permanent revenue; 6338. Was one of a deputation to Chancellor of the Exchequer to propose that 1,000,000. should be advanced at 3½ per cent. to replace debentures bearing interest at 5 per cent., the profit to go entirely towards reduction of rates, but the proposition was declined. Better plan would be to leave debentures as they are, and for the share capital to be taken up by Government, who would then become the absolute owners of the railways. The experiment might be first tried in Ireland, as it would develop resources of the country. Small permanent board with two subordinate boards would be sufficient to manage the railways. Would be less danger of abuse if patronage of appointment of officers were placed in the hands of a board presided over by a member of the administration. As to Govern-

CLANCARTY, THE RIGHT HON. THE EARL OF.—*cont.*

ment patronage in Ireland; 6341-6350. Similar boards have been appointed to carry out great works in Ireland, but have not been very successful; instances board for improving drainage of the river Shannon; 6351-6354. Scheme of taking over Irish railways by Government would be sanctioned by the Legislature if they desired the welfare of Ireland. Would be best to tax Ireland by a special rate to make up for temporary loss rather than scheme should not be tried; would do away with any jealousy that might exist in the sister country; 6355-6357. Basis of purchasing Irish railways laid down in the Act of 1844. Government would be paying too low for them upon those terms, as even from present unfavourable circumstances dividends will rise; 6358-6361. The most important matter would be lowering the rates so as to develop resources of the country. Directors are afraid of lowering cattle rates, thinking that if they did not answer they would not be able to go back to the old rates; and in consequence cattle are driven by the road. Government could make better regulations, especially in parcels traffic; could also regulate the mail trains, and do away with the necessity for carts, cars, and foot messengers; 6362-6364. Government would not be strictly borrowing the money for purchasing railways, it would merely be a conversion of railway shares into Government stock. The annual charge for the interest upon capital advanced would be necessarily considered as one of the ingredients in the charge upon railways. Government should become possessed of the railways, and should not lose by the arrangement: might be done with benefit to present shareholders and to the public, and would lead to a reduction in the rates; 6365-6375. Has not formed any opinion whether it would be better for Government to work lines or grant leases. Hands in memorandum of comparative statement of weekly receipts from passenger traffic on Midland Great Western for year ending January 1865. A small reduction made this year in carriage of cattle, and a steady improvement has taken place in the traffic; 6376-6378. Wages increased in west of Ireland during last few years owing to emigration. Hands in table headed "Abstracts from half-yearly reports of "Midland Great Western Railway;" 6379-6381.

COOPER, MR. JAMES C. (*Analysis of his Evidence.*)

Has been engaged privately in cattle trade, and paid attention to transit of animals by railway in south of Ireland; 3648, 3649. If greater facilities were afforded, trade would increase; facts in support of this opinion; 3650, 3651. Reckons that whole stock of farmer travels once a year. If rates were lower, a large proportion would use railway that now travel by road. Does not agree with opinion that railways carry the greater part of cattle in vicinity of the line; discussion as to how much the cattle travel; 3652-3666. Complaints made of high rates, and opinion that a reduction of one-third would materially increase traffic; 3663, 3664, 3690. Rates nearly equal on all the railways; lowest on Waterford and Limerick, on which there is a great traffic; does not know rate on Midland line; 3665-3670. Almost all fat cattle go by railway; for distances under 8 miles they would go by road; 3671-3674. A reduction would not induce farmers to fatten more beasts; the increase would be in store cattle; 3675-3678. Calves are enumerated as horned cattle; 3679. Delay in movement of cattle in large districts where there are no railways; in those counties cattle are raised to be fattened in dairy counties, so that one of the journeys would be partially made through districts where there are no railways; 3680-3682. Points out certain places where store cattle are driven from 50 to 100 miles, although in the vicinity of railways; discussion thereupon; 3683-3689. 3697-3699. Compares rates on certain of the English and Irish lines; 3691-3696. 3700-3704. Thinks that only a small portion of the cattle driven along the road are disposed of on the way; 3705. Gives cost of driving cattle from western part of county of Limerick to Ballinasloe fair, compared with railway charge; 3706-3710. How calculation made that railway companies could reduce one-third; 3711-3713. Reasons why three-fourths of the pigs are sent by railway; 3714, 3715. Quotes certain rates for corn and hay, and states that if rates were reduced, corn would be sent by railway and not round the coast. Mentions certain complaints made by drovers against the companies; 3716-3729. Condition and weight of animals much deteriorated by sending them long journeys on foot; number of miles per day fat and store cattle should be driven; reasons why store cattle are sent by railway although driving by road is cheaper; 3730-3743. Unequal charges for turf and parcels on same line; there is a considerable expense at the stations

COOPER, MR. JAMES C.—*cont.*

for turf, and charge would be proportionately high for short as compared with long distances; gives examples; 3744-3751. 3756-3758. The Waterford line publishes lists of charges; has never compared them with the English; 3752-3754. 3759.

COTTON, JOHN EDWARD, ESQ. (*Analysis of his Evidence.*)

Is manager of the Belfast and Northern Counties railway; 7783. Works the Derry and Coleraine line at a mileage rate: states rates and limit to number of carriages; all expenses are included in the rate except renewal of the line, which is to be done by Derry and Coleraine Company. How renewal provided for; 7784. 7876-7885. 7898-7905. Contradicts evidence given by Mr. Roe, who states that when Northern Counties Company took up Derry and Coleraine line in April 1861 they increased the fares; they were increased 5 per cent. over whole system in December 1863. Hands in table showing the fares in 1861 and now. Reads a statement made by Mr. Garrett (ticket clerk at Derry) stating that no alteration was made at that time. In several instances increased facilities were since given to the public. Long discussion as to whether the increase has not checked traffic and reduced receipt. Increase was only carried out upon the long distances, and witness believes that company made the whole of the 5 per cent. increase. Has not heard that increase inconvenienced the public. Population throughout Derry and Coleraine line decreased since 1863; 7785-7788. 7818-7823. 7829-7873. Cannot find that in Mr. Roe's time fourth-class fares for harvestmen and others existed; reads an extract from a letter written by Mr. Hamilton upon this subject; 7789. Hands in a time table of Mr. Roe's and one of last month, showing the increased accommodation; 7790. Explains certain statements respecting fares and management of the railway, and mentions the advantage that has arisen from having certain lines worked under one management; 7791-7793. Reduction of receipts attributable to state of country and other causes, and not to advance of rates as stated. Receipts have considerably increased this year. Gives receipts of the Derry and Coleraine line in each year from 1860, and explains cause of decrease; 7795-7808. 7814-7817. Is mistaken in supposing that Mr. Roe included in his receipts the profit on the coal traffic carried on the line; 7810-7813. Believes that on business lines a reduction in rates would be followed by a diminution in receipts. Fares cannot be too low for short pleasure lines. Issue tickets to certain watering places in summer time at very low fares; also market tickets at single fares; cannot find that there was anything of the kind in Mr. Roe's time. Gives rates per mile for each class, and states that low wages prevent the labouring classes from travelling. Their position is improving; 7824-7828. Only closed two small stations upon taking the railway from Mr. Roe; the earnings were very small; was advised by that gentleman to close these and one or two others; 7874, 7875. Number of trains have been reduced on whole system since 1863; 7886-7889. Gives number of passengers the carriages will convey, and the width of gauge; 7890-7892. Does not know whether Mr. Roe made a profit of the line after paying a rental of 10,000*l.* a year; considers that their company lost money by working it; felt most the renewal of the line, which required new rails and sleepers; 7893, 7894. Explains how receipts of line are disposed of; is not sure whether the balance this year will pay the bond-holders; ordinary shareholders will get nothing; thinks they do not expect anything; 7895-7897. With one restriction Derry and Coleraine line may alter the rates; 7906. With what lines witness's railway is connected; not with any to the south. Line being constructed from Antrim to Lisburn, which will connect the Ulster and all railways as far as Dublin, will be an advantage to Belfast. In consequence of there being a shorter route, Northern Counties line would stand no chance by running trains direct from Dublin to Londonderry. Bill passed last year for connecting lines at Belfast. Shares are not yet issued; 7907-7915. 7932. Has had some experience in railway competition; in Ireland there is not sufficient traffic to support competing lines; is different in England. Reason why having a second communication between Belfast and Londonderry is of no advantage to either place; is a benefit to those who live between Omagh and Dungannon. Although no advantage to public living at the terminal towns from the competing lines, has injured both the Derry and Coleraine, and Northern Counties lines; 7916-7928. If two companies competed in an Irish rural district, they would

COTTON, JOHN EDWARD, ESQ.—*cont.*

half ruin one another, and then combine and raise the fares; 7929, 7930. Scheme before Parliament last session for making a line from Cookstown to Armagh; 7931.

DARGAN, WILLIAM, ESQ. (*Analysis of his Evidence.*)

Is a contractor; is now chairman of the Dublin and Wicklow Railway, and was for several years a director; 5453-5455. Has paid much attention to Irish railways generally; 5456. Fares will not admit of reduction unless companies are aided. Most Irish railways are in debt. Fears reduction of rates would be attended with permanent loss to the companies. Founds his opinion upon absence of population. If all the railways were finished for which powers have been obtained, Ireland would be well supplied; 5456-5459. 5483-5488. Quotes rates for passengers and the four classes of goods; all the Irish railways adopt same classification. Minerals are charged less than first-class goods. Explains that there is much work to do for this traffic besides haulage; calculates expense of extra work at about 1s. 3d. per ton. Haulage is expensive, in consequence of the bad inclines and short distance; 5460-5467. 5622. 5631-5636. Return tickets at a fare and a half are issued to third-class passengers, and third-class carriages are run by every train. Passengers (chiefly artisans and labourers) are carried twice a day to Dublin, Kingstown, and Bray for $\frac{1}{2}$ d. a mile. Carrying passengers on that portion of the line answers, numbers being much greater. Low fares have been in operation for 12 months; no increase in the gross receipts, but large increase in traffic; very little additional expenditure. Other places of importance on line, but no difference made; 5468-5482. By amalgamating several small companies into one, a considerable saving would be effected. Thinks Irish railways at their present rates might be worked for a little over 40 per cent. of the gross receipts. Average cost of working English railways 50 per cent.; explains how saving would arise; 5489-5492. 5609-5615. Thinks amalgamation could be carried out at some future time without Government or Parliamentary interference. No difficulty in whole of Irish railways reducing themselves into two or three systems. The directors would consent to any scheme that would put their property in a better condition, but the officers would object unless they received compensation; 5493-5503. Has considered proposition of Government purchasing Irish railways. If Government brought to their aid their better credit, and obtained money at a low rate of interest, great good might be done; Government ought not to sustain a loss. If Dublin and Wicklow Company were assisted in this way to the extent of a million and a half, they would not object to reduce rates 30 per cent. on certain traffic. Good security would be given. Peculiarity of this railway; 5504-5511. 5655, 5656. If extensive reductions made, there will be permanent loss; reduction of one-third would cause temporary loss. Could not reduce to this extent without Government help. Thinks it could be proved that Government would incur no risk in making advance; money would be employed in completing line and reducing interest upon money borrowed; 5512-5517. Quotes dividend paid and amount of capital. Cannot say how the Government by guaranteeing new preference capital would relieve companies from any amount of interest; 5518-5525. How railways paying no dividend should be dealt with; 5526. About 26 millions already laid out upon Irish railways; believes the whole could be bought without compulsion for about 22 millions; data upon which estimate formed; 5527, 5528. 5551-5557. Upon amalgamation there would be a saving of one-fifth in the working expenses. Does not think any company would refuse to sell to Government if a fair offer were made; 5529-5534. Amalgamation would not interfere with further extensions. There are bills now before Parliament for the construction of railways; justification for applying for those lines in county of Wexford. Very few districts that would justify a railway being made; 5535-5540. Shares of insolvent companies have a nominal price in the market; some of them are as low as 15 per cent. Is sorry that rule laid down has been abandoned, that parties applying for a Bill should prove their capability of making the line; discussion as to how solvency should be proved; 5541-5545. 5548-5550. Where new and old lines have come into competition they have damaged each other; 5546, 5547. If Government purchased railways, a special board might work them. Leasing them to any private company would not be an improvement as regards the country. Does not understand how such a board would be subject to political influence. How it should be constituted. Would rather place railways

DARGAN, WILLIAM, ESQ.—*cont.*

under private management if conditions could be inserted in lease to protect the public, and the property and interests concerned; 5558-5567. 5576. If Irish railways became the property of Government, some of the great English companies would become competitors for the lease; they might meet a little loss upon Irish side, but recoup themselves on English side. Whether a benefit would accrue to Ireland would depend upon conditions of lease. Would work well if parties applying for lease were to tender to work lines under certain maximum rates fixed by Government; the lowest offered should be taken; 5568-5572. Dublin and Wicklow is a line of 120 miles; has equal mileage rates both for passengers and goods, with exception of working people's train; 5573-5575. 5648, 5649. Certain landholders have made advances to promote construction of railways in parts of Ireland; 5577. Landholders and agriculturists would be greatly benefited by an extensive reduction, but would not be willing to give any security to carry out scheme; 5578-5582. If companies could not find security to justify Government in applying funds of United Kingdom, cannot suggest how Irish people could assist themselves. Objection might be made if a Government subsidy were granted to Irish railways and not to railways or other industrial undertakings in England, but exception should nevertheless be made; 5583-5592. Very little coal wanted for manufactures in Ireland, except in the north, there being plenty of water power. Manufacture of wool and flax would not be much affected by a reduction of rates; 5593-5602. Peasantry are not likely to do injury to railways, if property of Government; 5603-5605. If matters left as they are, amalgamation will be very slow; 5606-5608. Average cost of keeping up permanent way in Ireland about 80%; more in England; upon Dublin and Wicklow line about 85%; 5616-5621. Is supplied with a large quantity of traffic from mines at Vale of Avoca; increase since accommodation afforded; rate charged fairly remunerative; mining companies pay high dividend; not a fair test of charge to reckon rate as a per-centage in value upon goods carried; 5623-5630. A partial reduction might be made without loss; Dublin and Wicklow would be better pleased to get one-third of the assistance required, and reduce rates 10 or 15 per cent., than to have full amount and reduce 30; reason why this railway is in a peculiar position to test principle; 5637-5639. 5650-5652. Rate reduced within last two years, but not much benefit has accrued; 5640, 5641. Parcel rate low; season ticket holders get theirs carried for nothing; is not a good system, being open to abuse; parcels are not delivered by company; number carried by season ticket holders; 5642-5647. 5650. 5653, 5654. Doubts whether third-class fares could be so low as to take away inducement to walk. Irish labourers have no occasion to travel, small shopkeepers do. There would be a great advantage in reducing third-class fares; 5657-5662. Purchase of Irish railways by Government should be voluntary on company's part; a few might stand out, but traffic might be so worked as to force them in; Government offer should be conditional upon all the railways accepting it, otherwise small companies might stand out. Some precautions would be necessary to prevent impediments being thrown in the way of traffic being worked over lines of those railways holding out; 5663-5675. Midland Railway Company leased their line at one time, and their rolling stock and permanent way were allowed to get into bad condition. The public were served properly. There were clauses in lease to prevent deterioration, but they were found to be defective; companies leasing a line would look more to present than ultimate profit. There would be no difficulty in securing owners of railways against injury; 5676-5687. Leasing company should have a maximum fixed, but should be allowed to reduce as much as they liked. Maximum should be lower than present rates. Would make an uniform charge per mile, and allow a terminal charge that would regulate it; there would be a higher rate per mile for a short distance than for a long; 5688-5699. Would have a fixed terminal charge at a particular place; cartage and labour should be separate. Terminals include only loading and unloading at stations. Should be a maximum rate for terminals. Would allow companies to carry any particular description of traffic at any rate they pleased, but they should not carry between same places at different rates for different persons. Not fair to carry at a less mileage rate into one district than over line generally. A discount might be allowed for quantity. If all railways were in the hands of one company Board of Trade should prescribe and equalize rates. Special rates could not be prohibited. All rates should

DARGAN, WILLIAM, Esq.—*cont.*
be published; 5700-5718. If railways in hands of one company, and they found upon one part of their system they could get traffic at 1d. per mile, whilst upon another it could not be got if charge more than ½d., they should be left free to act, provided they did not exceed maximum, and treated all alike; 5719, 5720. System of discounts places small traders at a disadvantage; allows a differential rate upon a single waggon, so that it does not affect the poor man so much as it did; 5721-5724.

DELAHUNTY, MR. JAMES. (*Analysis of his Evidence.*)

Is managing director of the Waterford and Kilkenny and Kilkenny Junction railways; 5011. As far as Waterford is concerned there is great difficulty in approaching the interior of Ireland from want of railway communication. Complains of want of accommodation from Great Southern and Western Company not running trains from and to Kilkenny at convenient hours; gives instances and suggests a remedy; 5011-5014, 5018-5026. Passengers from Waterford and Dublin cannot go by way of Kilkenny and return same day. Great Southern and Western the only line from Dublin to Waterford. This railway has always opposed any scheme for connecting the North Midland Railway of Ireland with Waterford; nevertheless an Act was obtained in 1860 for making a line from Kilkenny to Maryborough; constructed as far as Abbeyleix, and traffic of the district in eight weeks has increased 33 per cent. Object of the Great Southern and Western in opposing; 5015-5017, 5027-5032. London and North-western and Great Southern and Western have lately entered into an arrangement with Mr. Malcolmsen (a large steam-packet owner in Waterford), for the steamers, and Limerick Railway Company allowing them 30 per cent. of all monies received for traffic brought by Dublin to allow it to go by Dublin, although they may do nothing to earn it. Hands in heads of arrangement, and shows how it has the effect of diverting traffic of district through England by Dublin and Holyhead, and injuring communication between southern parts and England. There should be some tribunal to prevent railways diverting traffic, and a large company subsidizing a small one; 5033-5047. Mr. Malcolmsen is a resident of Waterford, and has a large interest in the railways and steamers. Thinks the London and North-western must have entered into arrangements with him, not alone in connexion with Waterford interest, but in connexion with their other interests; 5048-5050. Arrangement, though not illegal, is exceedingly injurious to the public interests. Reads a resolution adopted at a meeting of merchants, traders, and citizens of Waterford; 5051, 5052.

ENNIS, JOHN, Esq., M.P. (*Analysis of his Evidence.*)

Is chairman of Irish Midland Great Western Railway; 4011. Was its originator, and has been for 20 years connected with railway and paid much attention to its affairs; 4012, 4013. Question of reduction of fares has often been submitted. Thinks traffic in Ireland a limited quantity, and that any reduction would not bring a compensating receipt in money. Admits that his company do not carry all that could be carried; 4014, 4015, 4066-4068, 4212. No experiments have been tried, the fares being low. For many years harvest labourers have been carried at ½d. per mile; a great many still walk or go by car; gives distance and rates by the cars. If a large reduction were made in fares, the receipts might recover in four or five years, but shareholders would not like to go without a dividend for that time; 4016-4024. Would not pay to charge such fares as are charged on some of the excursion lines in England; 4025, 4026. Not aware that low fares have been tried on the Londonderry and Coleraine line. In Ireland passenger and goods rates nearly uniform. When a railway is subsidized low fares can be introduced, as shareholders do not suffer; 4027, 4028. Third-class passenger fare is ½d. and one-tenth per mile; is not in excess of the Act. Parliamentary trains are run one each way daily at 1d. per mile; 4029-4032. Harvest men are generally carried by ordinary train; sometimes sent by special; this traffic has increased; gives number carried in three half years. Reason why they are not taken by fast train. Doubts whether ½d. a mile would pay. Could take them for half-price if a certain number came in a day or week; 4033-4035, 4072-4081. Number carried during latter half of 1864. Third-class passengers increasing; attributes this partly to emigration; 4036-4039. Cattle traffic at a standstill; arises from scarcity. No reduction of fares would increase traffic; considers rates reasonable; has lately made a small reduction. Reasons why fast cattle are sometimes driven; gives

ENNIS, JOHN, Esq., M.P.—*cont.*

number of miles they go, and states that injuries received in trucks are not comparable to wear and tear along the road; could not drive cattle so far in summer time; 4040-4049, 4053-4059. If rates were reduced there would be an increase in store cattle traffic, but doubts whether it would be profitable. Facilities at every station for putting cattle into trucks. A great number of store cattle still travel by road. Quantity carried regulated by number of trucks possessed; at Ballinasloe fair the supply deficient, but at other fairs, when supply ample, do not get all the traffic; sometimes borrows rolling stock from other companies; 4050-4052, 4060-4063, 4069-4071. Does not know proportion that travel by railway and by road, or proportion of the whole cattle that travel in a year; 4064, 4065. In 1860, at the suggestion of Mr. Forbes, passenger fares were advanced 10 per cent.; receipts considerably increased; does not know whether the passenger traffic diminished. Last half year revenue fell off; ascribes this to impoverished state of the country; 4082-4085, 4094-4099. Return tickets are issued from market town to market town. A considerable number avail themselves of them. Principal market towns on line; 4086-4088. All persons who will travel by these harvest trains are treated in the same way. Women and children would not be refused if they came. They are all through passengers; 4089-4093. Would like to see amalgamation tried, as it would diminish expense of management; 4100, 4101. Gives length in miles of Midland Railway proper, and names small lines rented, &c. by that railway. Equal mileage rates over whole line; 4102-4105. Lord Clancarty was so persuaded that low fares would be remunerative that he proposed to try a reduction between Athlone and Galway, guaranteeing the company against loss. Difficulties in the way that caused proposition to be declined. Discussion as to responsibility of grand jury of Galway in consequence of Loan Act of 1849; 4106-4116. Where there is an increase of tonnage and receipts for coal and coke it must be attributed to wet years and difficulty in getting turf; 4117-4122. Dissents from opinion expressed by Mr. Forbes that by reducing rates for coal to ¾d. per ton per mile it could be delivered to all parts of Ireland for 16s. or 17s. per ton, as that is the price paid at Dublin. Gives price at the quays, cartage paid, and cost of delivery to certain places; 4123-4133, 4139-4142, 4146, 4147. Proportionate consumption would not increase by reducing to ¾d. per mile; 4134, 4135. Cheaper for witness to burn coal than turf. In wet seasons the latter is worthless; 4136-4138, 4148-4150. Reasons why the masses could not use coal; 4151, 4152. A full train load consists of 40 or 50 trucks: one locomotive would take about 120 tons of coal. Trade in coal does not exist, the quantity required being small, and use of it opposed to habits of the people; 4153-4159. Groceries, wines, and spirits are the leading articles of the goods traffic. Carries a good deal of corn, but trade variable. Does not carry turf, it is taken by the Royal canal, which is owned by the Midland Great Western; they do not interfere with the traffic on it, but leave that to option of freighters and private enterprise; may charge any rates it thinks proper. The Grand canal are empowered to charge from 10 to 15 per cent. lower than the railways, and the freighters may charge what they like; 4160-4180, 4210. As soon as company possessed the canal (about 18 years since) they reduced the rates in order to secure traffic which before was sent by road; there was a large increase in traffic and receipts, which continued until company ceased to be carriers on the canal, and threw it open to public competition. From that time the tonnage receipts have not increased; 4181-4183, 4186, 4187, 4190-4197. Does not obtain an income from canal equal to interest parted with in price paid for it, but was enabled to make part of railway on banks of the canal. Expense of keeping canal in repair small; 4184, 4185. Has an agreement with Mr. Wallace to receive and deliver goods in Dublin, Galway, Sligo, and Athlone; 4188. Cannot state relative rates of charge for cartage and by railway conveyance; 4189. There are no mills in neighbourhood of line of railway. Offered some time ago to take minerals at a very low rate, but in consequence of difficulty in getting them to railway they were not sent. Has had no other application for special rates; 4198-4203. Fish traffic an advantage. Valuable fish travel by night trains; inferior is taken at very low rates. Explains why Galway fisheries are totally neglected. Unproductive state not owing to want of facilities by railway companies. If English fishermen went to west coast of Ireland they would not be allowed to fish; 4204-4209. Has an arrangement with Great Southern and Western Company by which

ENNIS, JOHN, ESQ., M.P.—cont.

steamers are prohibited from plying upon any navigation; 4211. If low rates and fares were tried, it could only be done at expense of shareholders; 4212.

FEARNLEY, MR. BENJAMIN. (*Analysis of his Evidence.*)

Is secretary of Newry and Armagh Railway Company. Traffic is very seriously interfered with by competitive measures of certain companies with which this railway is connected. Mentions companies which divert the traffic. Through rates have been refused by these companies. Business communications and trade with port of Newry lies in Monaghan and Clones districts; chiefly inward coal traffic; a great deal of traffic in grain and bread stuffs in that district and some extensive mills, also a traffic in slates, timber, and agricultural produce; 4965–4970. Companies desire equal rates by both routes to Monaghan, and division of traffic. Difference in distance in favour of Newry and Armagh getting passenger traffic; 4971–4975. Doubtful whether Monaghan district would be better provided for by amalgamation with Ulster company. Newry and Armagh a local company; chiefly English capital; 4976–4979. Thinks the Cardwell Act does not meet evil complained of, but has not tried its efficiency; discussion thereupon; 4980–4983. 4991–4998. 5005, 5006. If a through rate were established, there would be a great traffic in grain and minerals. Where grain sent to, and for what purpose; 4984–4987. When railway made, expected to be able to make arrangements with other companies. Why company did not form a station at Armagh; 4988, 4989. When section from Gorah wood opened, has had no through rate since. Population of district lying between Gorah wood and Newry is denser than any other part of known world, except China; 4990. 4999. Quotes fares for third-class passengers between Newry and Armagh (22 miles). Gets all the direct passenger traffic. Reason why does not get all goods traffic; 5000–5004. Amalgamation would not cure all the evils of present system; it would then be the joint interest of companies to get as much traffic as possible upon each railway, but not to develop all the ports equally. A powerful port like Belfast would very likely have a greater interest in a long route than a small port like Newry. Reads and hands in correspondence received, illustrative of the inconvenience of not having through rates. Has complied with every request made for exchange of through rates; 5007–5009.

FORBES, MR. WILLIAM. (*Analysis of his Evidence.*)

Has been engaged 20 years in the management of railways in England and Ireland, and until recently was manager of the Midland Great Western and the Great Northern and Western lines; 1453–1456. Is familiar with all the systems of railways in Ireland. Present rates are prohibitory of any development of traffic. Irish rates, both for passengers and goods, are as high, and in some cases higher, than English rates; if they were lower there would be a large increase in traffic, and the country would be greatly benefited. Has proposed to the directors a reduction of 50 per cent., but as there would be a temporary loss of dividend, they did not accede to the proposition; 1457–1463. The rate for coal is double what it is in England; rates for coal and grain stated; 1464–1475. Thinks coal could be carried all over Ireland at a rate of $\frac{3}{4}$ d. per ton per mile; if so it could be sold for 16s. or 17s. per ton; 1476, 1492. Coal traffic very limited. The Midland Great Western system extends over about 330 miles, and the traffic in coals is only 200 tons a week. The gradients upon that line are very fair, but near to Dublin the curves are bad; 1477–1482. Believes that if coal could be had for 1*l.* a ton, it would supersede turf and be more economical. Discussion as to how present rates prevent this result; 1483–1485. 1537–1548. The gradients on the Great Northern are as adverse for some short distances only as those on the Midland Great Western. The cost of carrying coal depends very much upon the gradients; 1486–1488. Recommended the directors to reduce the rate upon coal from $1\frac{1}{4}$ d. to $\frac{1}{2}$ d. per ton per mile; they made it $\frac{3}{4}$ d., and the traffic increased 25 per cent. without creating any loss. Anything short of $\frac{3}{4}$ d. per ton would be of no use; reasons for this opinion; price of coal in Galway, Dublin, and Cork; 1489–1514. 1524–1527. 1549, 1550. A uniform rate of $\frac{1}{2}$ d. per mile would be remunerative to the companies; they would get full train loads, one engine taking about 315 tons; 1515–1521. The directors refused to make a general reduction in the tolls, being afraid of a loss of income. Opening a new piece of line at a reduced rate would create dissatisfaction; 1522, 1523. It is a common opinion among the Irish directors that there is a

FORBES, MR. WILLIAM—cont.

fixed quantity of traffic, and that no reduction of rates will increase it; 1528, 1529. Witness calculated that if the rates were reduced to $\frac{1}{2}$ d. per mile, the coal traffic would have increased ten-fold; 1530–1534. Suggested to the directors to become coal merchants, but they refused; 1535, 1536. If a reduction were made of 50 per cent. there would only be loss for two or three years. Reduction could not be made piecemeal for passengers. There would not be the same loss upon coal; but in the case of passengers there would not be such an increase as would recoup the loss until after expiration of two or three years; 1551–1560. Considers that the entire traffic of the country might be increased by a reduction of rates; 1561. Coal is a very important article of traffic. If rates were lower, cattle might be carried by railways. Gives present rates; 1562–1568. On the Midland Great Western the profits from passengers and from goods are about equal; 1569–1573. Has been told that if the rates were reduced $\frac{3}{4}$ d. a waggon per mile (50 per cent.) all the store cattle would be put upon the railway. This would be worth the companies' while for a distance of 20 miles; 1574, 1575. If experiments were made there would be a loss for some time upon the general traffic. Does not think the directors are to blame in not acceding to such a reduction; 1576–1580. Proposes that the earnings of a full waggon should be $\frac{3}{4}$ d. per mile. Gives calculation as to expense of conveying loaded trains. States that this sum would be remunerative to the companies. Discussion thereupon; 1581–1616. 1626–1633. Midland Company have a canal of their own running alongside the line from Dublin to Mullingar, and to Longford. A little coal and turf is carried upon it, but the company ceased to work it, because there was not sufficient traffic for both; 1617–1622. The Great Southern and Western Company compete with the Grand Canal. Competition had the effect of lowering the rates, but in the last two or three years they have come to an agreement and work on differential rates; 1623–1625. About 10 loaded trucks go daily through from Dublin to Galway. Thinks the number would be doubled by a reduction of 50 per cent. At a moderate rate, they would carry an enormous quantity of potatoes into Dublin, and also for the English markets, and there would be a great increase in agricultural produce generally, and in manufactured goods from England; 1636–1638. 1641–1644. The grain that is consumed on the Midland Great Western line comes from the districts about Sligo, and from up to Longford; 1639, 1640. Through rates to a small extent between manufacturing districts of England and ports of Ireland upon almost everything but cattle have been in existence for a year and a half upon the Midland Great Western. Companies will not agree to a mileage division of rates. Gives some particulars; 1645–1650. The reason why there is no through rate for cattle on the Midland Great Western and Great Southern and Western lines is that they have to make good any loss that may arise, whereas steam packet companies are protected by their bill of lading, and will not join the railway companies in the risk. Railway companies have not had to pay a heavy sum under this system; 1651–1658. Great Western Railway passes through a limestone district, but there is no traffic in lime. In Cavan there are some minerals which could be worked at a moderate rate, if coal could be got to them. On some of the northern railways a considerable quantity of coal is carried; 1659–1666. The third-class passenger traffic is capable of the greatest increase by adopting low fares. There are no third-class return tickets issued by the Great Southern and Western and the Midland Great Western. The latter runs a train on market days at a single third-class fare. Third-class return tickets are issued by some of the English railways; 1667–1669. 1683. Excursion trains have been tried on the Midland Great Western to a very limited extent. Excursion tickets, in connexion with English railways, are issued at single fares; 1670–1673. No passenger duty in Ireland. It is 5 per cent. in England; 1674–1676. Second-class carriages until recently better, and more generally used, in Ireland than in England; 1677–1680. Third-class fare in Ireland 1 d. per mile. There are no regular express trains; 1681–1684. States plan adopted by Mr. Bianconi to make his cars pay; 1685, 1686. Average speed upon Irish railways less than upon English; 1687, 1688. Two months before and after harvest time a large number of men are carried from Ireland to England at the rate of $\frac{1}{2}$ d. per mile; 1689, 1690. If a charge of $\frac{1}{2}$ d. per mile for third class were universal, travelling would be considerably increased. Season tickets have been tried, but without result. There is a large traffic from them on

FORBES, MR. WILLIAM.—*cont.*

the Dublin and Wicklow line; 1691–1694. Companies do not run a sufficient number of trains for the accommodation of passengers. Has recommended the directors to put on more, but they refused; 1695–1698. Population of Athlone and Castlebar small, the intermediate places of importance are Roscommon and Castlereagh; 1699, 1700. Has never heard of any attempt to create a traffic in milk; 1701, 1702. No parcels traffic of any great importance; 1703. There is only one passenger train from Castlebar to Athlone per day. There should be at least three; 1704–1706. In consequence of the number of interests, railway reforms difficult in Ireland. There are 18 boards to control 1,700 miles of railway, earning 1,520,000*l.* a year, whereas the London and North-western, with 1,200 miles, earning 5,300,000*l.*, has only one; 1707, 1708. Thinks Irish railways would work better if they were all amalgamated in one company. Traffic in England better developed in large enterprises than on smaller lines; 1709–1713. 1724–1726. Does not know the amount of capital expended in Ireland. Discussion as to working Irish railways; 1714–1723. If a law could be passed to compel companies to reduce their rates a guarantee should be given to them for the loss that would arise. States mode by which this might be done. Discussion thereupon; 1727–1729. 1733–1748. Government should not assist companies in carrying traffic below cost price; 1730–1732. The manufacturing industry of Ireland is principally in the north, near the seaports. There would be little railway traffic with regard to it; 1749–1751. By the establishment of facilities you might create a manufacturing population. If Galway was the seat of manufacturing industry the trade of the port would be considerably increased, as well as the wealth of the place, and the receipts of railway companies; 1752–1759. Midland Great Western Company paid last half-year 2 per cent.; has paid 5. Diminution from increase of working expenditure, and renewals of the permanent way, and not from any great falling off in the traffic; 1760–1767. The line from Athlone to Castlebar is only worked by the Midland Great Western. If more trains were run between the two places the dividend would be increased; 1768, 1769. Increase of agricultural traffic must arise from increase of production; 1770–1773. Difficulties in the way of transit and transport prevent an increase of manufacturing industry in Ireland; 1771–1784. If moderate rates were established it would lead to an increase of fish traffic. Gives reasons; 1785–1793. Poultry and vegetables are mostly brought into Dublin by railway; 1794–1797. Railway companies very reluctant to reduce fares unless they think such reduction will be accompanied by an increase of traffic; 1798, 1799. Believes there will be no change unless Parliament interferes. Gives an idea as to what that interference should be; 1800–1802. Thinks the directors would be repaid in about a year for any reduction they might make upon coals. It is not so much loss of dividend as an aversion to change. Could carry treble the quantity with the same rolling stock; 1803–1808. Through rates in connexion with English railways would develop traffic, and would be equivalent to a reduction of the local rates; 1809–1811. Universal complaints of mismanagement of Irish railways. Principally of the high rates; 1812–1814. 4*d.* per mile is the ordinary cartage rate, but no analogy exists between carting and railway carrying; 1815–1819. Terminal charges in Ireland considerable lower than in England. The companies do not cart, it is done by agents who charge what they please, sometimes as much as 75 per cent. of the railway charges; this state of things would not exist were there through rates; 1820–1828. Is in favour of the amalgamation of Irish railways. In consequence of loss of patronage, &c., the directors are opposed to the system. Does not agree with Mr. Dargan as to the sum that would be saved by the amalgamation of all the Irish lines; 1829–1837. Average working expenses of Irish railways 49 per cent.; by better management could be reduced 5 to 7 per cent. About 50 per cent. in England; 1838–1844. Want of competition injurious both to the country at large and to the railway interests; 1845.

FOX, EDWARD, ESQ. (*Analysis of his Evidence.*)

Is a stockbroker in Dublin. Has been engaged in that capacity for 20 years. Has had extensive opportunities of becoming acquainted with value of Irish railways. There are 26; 14 pay an average dividend of 3½ per cent. and 12 none at all, equal to dividend of 1½ upon the whole. Net receipts of Irish railways about 770,000*l.* upon a total of 24,000,000*l.*, or about 3 per

FOX, EDWARD, ESQ.—*cont.*

cent., including debentures, but excluding Government loan, which would reduce average. Does not know extent of Government loan; 6561–6571. Strong desire of the shareholders and the public that Government should purchase the railways. If so disposed, commissioners should be appointed to negotiate with present directors. Boards of Directors would be willing to dispose of railways upon equitable terms. Government would receive warm support from non-paying dividend lines. How value of these railways might be estimated, and what per-centage of original capital offered. Shares are not likely to rise under any system that shareholders would have it in their power to see enforced. Compulsory sale could not be carried out; 6572–6589. 6685–6688. Public complain very much of bad working of Irish railways; 6590, 6591. Could give average price of shares of non-paying dividend lines, and in most cases average price of debentures for a particular year. No great difficulty in estimating value from interest actually paid. Mentions market value of shares and interest paid by certain non-paying dividend lines; discussion as to amount Government should pay for these and for those paying a dividend; 6592–6626. Great disinclination to invest money in Irish railways. Explains why some new schemes are brought forward. Latterly all efforts have failed to induce Irish public to absorb the capital of these companies; have been entirely worked out through instrumentality of railway contractors, who are tempted by the high prices for the works. These schemes are financed in the City of London; no market found for the shares. Much higher prices are paid to the contractor than if company had had the capital and been free to enter into contracts. Contractors paid in shares and bonds. System greatly enhances cost of railway. Recommends, nevertheless, that nominal cost of each railway should be groundwork for determining price. In case of non-paying dividend lines Government might give 50 per cent.; 6627–6640. Railways have been beneficial to Ireland; 6641. Many of the companies in Ireland have had recourse to Lloyd's bonds; how they appear in the accounts; 6642–6647. Government could relieve Irish railways by assisting in financing upon their higher credit. Thinks Government could purchase whole of railways for about 18,000,000*l.*, and could borrow the money at about 3½ per cent.; this, taking last year's return of receipts, would give them a clear profit of 140,000*l.* They would lease lines to one company, themselves keeping perfect control; should be worked with greater regard to public interest and with reference to postal arrangements; there should also be a fixed rate for merchandise and passengers; would reduce maximum fares 50 per cent.; there would be more traffic at these fares. Present directors will not enter upon such sweeping reforms unless aided by Government. In five or seven years the company would recoup itself. Benefits that would arise from such reduction; 6649–6654. 6709–6722. Makes provision in plan for Government purchasing railways out of present receipts; 6655, 6656. If Government purchased railways for 18,000,000*l.*, 12,000,000*l.* would represent the preference shares, debentures, and original stock of railways paying a dividend at par, and six millions would represent the original stock of those lines paying no dividend, being a reduction of 50 per cent. upon original capital invested; discussion thereupon. It would not be quite equitable to take as a standard of value the market price of shares at a time of depression. Great Southern and Western included in those at par. The largest preference stock in Ireland belongs to this railway; is 4 per cent. perpetual, and sells at 94*l.*; 6657–6683. 6702. 10 per cent. upon price quoted would not be sufficient; 6684. Would not be liberal to take present value as real value; 6689, 6690. In one particular instance market value of shares above real value; 6691–6693. Irish shareholders have no privileges in travelling; only advantage they obtain or expect is a dividend, and yet a share to which a dividend of 5*s.* per annum is attached sells for 16*l.* If an average for a certain period were taken of dividend paid to ordinary shareholders and interest paid to preference shareholders and debenture shareholders, and Government were to add a sum somewhat in excess of this, shareholders would be satisfied, as they would be glad to receive a fixed Government rate of interest, even if it were a little lower than they have been receiving. There would be no difficulty in ascertaining payment of past years. Difficulty with the railways that pay no dividend. Shareholders would be satisfied with a small annual payment. Would not do to take average receipts of last five or ten years as a basis for valuation, as those receipts have not admitted of any dividend. If Government came in they would create a market for this property, and

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consequently the parties ought to be dealt with upon very liberal terms. Generally speaking, the dividends have been decreasing year by year; therefore if Government agreed to pay a sum equal to average receipts of past years, they would be paying a larger dividend than the shareholders now receive, this of itself would be sufficient bonus; 6694–6708. If Government purchased Irish railways nothing unreasonable to ask Irish public to guarantee them against loss; does not think there would be any, as there would be a large indemnity found to start with, and a great saving effected in management by amalgamation; if there were, might be met by increasing income-tax. Company would probably require the lease for 21 years; 6723–6725. 6727–6731. Amalgamation of any of the small companies with larger ones would not be of much benefit; 6726.

GALT, WILLIAM, Esq. (*Analysis of his Evidence.*)

Is author of a pamphlet published in 1843, entitled “Railway Reform.” States purport of his evidence given before a Committee of the House of Commons appointed in 1844 to investigate subject of railway management; upon recommendation of such Committee a Bill was introduced by Mr. Gladstone, and after very strong opposition, passed, recognizing the expediency of Parliament at some future time considering the question of purchasing the railways. Quotes extracts from speeches made by Mr. Gladstone and Sir Robert Peel upon the introduction of the Bill; 7336–7340. 7346, 7347. In consequence of certain erroneous opinions then prevalent the Bill did not receive much support from the public generally; 7341. Gives mileage and capital invested in railways in 1844 and 1865. Dividend of 8 or 10 per cent. was paid in 1844; 7342–7345. Until recently the Act has not engaged attention of public; 7348. Meaning of “Railway Reform”; 7349. Passenger fares not more than half what they were formerly by coach, but much higher than on the continent; delivers in table showing fares in different countries. Does not know whether less numbers travel in this country; 7350, 7351. 7479, 7480. Fares should not be regulated by those on the continent; 7352. Delivers in table showing how expense of conveying passengers can be calculated; 7353, 7354. Proposes that passenger fares should vary from 2d. down to 4d. per mile by express trains; hands in table giving proposed fares by all trains, including excursion trains, which are generally about one-third of the ordinary traffic, and also tables showing fares on the principal railways in the United Kingdom; discussion thereupon; 7355–7357. 7371, 7372. 7457–7468. 7481–7489. Accounts for the great difference in fares by various companies; former system of calculating them not followed now to same extent; 7358–7360. In 1844 witness arranged and classified several cases, showing the very little variation made in the charges by each company; instances the Glasgow and Greenock line, and effect the alteration had upon the dividends. Mentions the case of four railways running for a short time (in consequence of competition) at extremely low fares, and influence such reductions had upon the dividends. Doubts whether one of the companies would ever have recovered their expenses. These experiments not a fair trial of the low fare system. Amount of traffic between two places diminishes rapidly in proportion as the distance increases; 7362–7364. 7490–7496. No probability of proposed tariff being adopted under present system; quotes from Mr. Gladstone’s speech upon this subject; 7365. Reasons why it is desirable that the fixed effect of a low tariff should be ascertained, even though the railways were not purchased by the State; 7366–7368. Upon what lines and through what districts the experiments might be tried; Government should guarantee the companies against loss. Discussion upon the question as to whether it would be possible to find a line upon which the experiment could be fairly tried, in consequence of the lines being so intermixed with one another; 7369, 7370. 7469, 7470. 7573–7580. Would reduce annual and season tickets one-half of present average; 7373. Belgian railways belong to the State; their present financial position; 7374, 7375. Amount paid last year for passenger and goods traffic in the United Kingdom; 7376, 7377. In most cases charges for goods are excessively high; gives authorized charges for four classes of merchandise, and believes that in many cases they are enforced; the actual cost of conveyance is about 1s. 4d. per mile for 100 tons; 7378–7381. Rate at which coal brought from northern counties to London could be sold. In reality there can be no competition between railway and shipping; 7382–7384. High price of coal

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prevents London manufacturers competing with those in the north; affects also the steamers that take in their supply in London or any of the southern ports; reads a letter from the firm of Harrington and Co., upon this subject; 7385, 7386. Gives annual supply of coal, and quantity carried by railway; 7387, 7388. Reduction for conveyance of merchandise should not be same as for passengers; principle which ought to govern the fixing of the rates; 7389, 7390. Considerable reduction should be made in parcel and package rates; should be uniform throughout the kingdom; question discussed; 7391–7395. If proposed rates were carried out public would pay about one-third of present prices; 7396, 7397. If railways belonged to the State, there would be a great improvement in postal matters; quotes a discussion which took place in the House of Commons in April last, upon the imperfect postal communication between certain places; 7398, 7399. Act of 1844 comes into operation on 1st January 1866; is not desirable or even possible to carry it out by compulsory means. Shareholders would be very glad to part with their property on good terms; are not satisfied with their present position. Dividends have improved within the last year or two; 7400–7407. 7413, 7414, 7440, 7441. Promoters of new lines have very great advantages over proprietors of old lines. No restriction upon State with regard to granting competing lines; 7408–7411. Course to be pursued if proprietors refuse to sell to Parliament; if consenting, how they should be paid; provision made in the Act for calculating the value of the property. Proper test of the value of a railway, what it brings in the market. Bonus that should be given to the shareholders; 7412–7419. 7442, 7443. Class of directors who would favour or oppose the carrying out of the Act. English people generally opposed to Government interference or to system pursued by continental Governments in such matters. The State should have the supervision of all railways; 7420–7424. Does not charge the directors with having abused the trust reposed in them by the Legislature, or with having broken faith with the public; thinks they are bound to do the best they can for their shareholders; 7425. Not much competition between the companies, but only a division of monopoly; difference between railway competition and competition between rival lines of steamers. Free trade in the construction of railways would not destroy the monopoly; 7426–7429. If the amount paid by the public to railway companies be about 36 millions, reducing the rates to one-third would be tantamount to a reduction of 24 millions in taxation. By guaranteeing a certain dividend to companies, inducements to economy and good management would be taken away. Profit that would accrue to State if Act were carried out; would make up any loss consequent upon reduction of rates. Large increase to national debt would not affect the national credit; 7430–7434. 7571, 7572. Reform proposed analogous to a certain extent to that of Post office; 7435. At present time country not prepared for such a change; how it could be brought about; thinks there is now an indication of a change; 7436–7439. 7568. Annual interest on purchase money of railway should be paid out of general taxation. All railway property should belong to the State, and leased to companies on certain conditions, the lessees paying the Government a rent equal to the interest paid, which would be about equal to the dividend now received by shareholders. If Government could not get anyone to lease them, they could be put in commission; how commission should be constituted; question discussed; 7443–7456. 7497–7511. Doubts whether the traffic of the great staples of the country would double or treble in any very short time. There should not be an absolute reduction in rates for merchandise, but that each case must be dealt with as necessity arises. Commission would make a reduction for the public good; 7473–7476. Travelling and everything else should be as cheap as possible; 7477, 7478. Thinks the poor man would be the greatest gainer by a reduction in the rates; 7512–7520. The company leasing the railway would be bound to keep up permanent way, rolling stock, &c., but State should undertake improvements and rebuilding of stations; 7521–7528. 7538, 7539. 7554–7556. Companies would expect to make a profit; 7529. Politics would have nothing to do with the letting of the lines. The highest bid should be taken, provided there was proper security. Railways have great patronage, but companies would be quite independent of the Government. Discussion as to whether Government would interfere for political purposes; 7529–7536. 7540–7552. Would be preferable to divide England into

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four sections, as there would be very little competition if the whole were put up. The responsibility of each would be about eight millions. Lessees should have 5 per cent. allowed for profit. Does not think that the practical result of this would be that the saving in management would be absorbed in indemnifying the lessees; 7557–7567. If Government tried the experiment of low fares on the Blackwall railway, it would ruin the omnibuses, or if coals were brought at low fares from Newcastle, the collier trade would be destroyed; would be a hardship in each case, but does not think either should be recommended; 7581–7585. Has not considered the result of Mr. Gladstone's scheme upon further extensions; if it were fully carried out, would put an end to all private enterprise, but not to extensions. Mr. Gladstone contemplated a reduction to one-third of the average charges; 7586–7590. New lines should be constructed by new companies and afterwards bought by the State at a valuation; how value to be determined; 7591–7593.

Further examination.

Corrects former evidence wherein he assents to proposition "That if Government paid a bonus to the shareholders, the interest would be about equal to dividends they now receive;" his answer should have been "No, the profits would have been divided between shareholders and Government, the former having one-third, and the latter two-thirds;" gives an illustration; 8413, 8414. Discussion as to the correctness of Table No. 1, "average fares per 100 miles," wherein it is shown that lowest fares are demanded in Belgium, and highest in United Kingdom. Cannot dispute certain conclusions drawn by the Commissioners; is prepared to correct the table. Correction materially disturbs proportions previously given; 8415–8440. Taking into consideration that in Belgium very few return and excursion tickets, and no season tickets are granted, and a charge made for luggage when taken care of by administration, fares are rather less in this country; discussion thereupon; 8441–8463. Think answer to question 7632, given on previous examination, explains Table No. 6, which was made up to show that large deductions have been made in charges on certain important lines with very small diminution of dividends; 8464–8470. Has directed his attention to subject of Irish railways; their construction of more recent date than English ones. In 1837 a commission was appointed to investigate subject of railway construction in Ireland; made a report (popularly called Lieut. Drummond's report), recommending that Government should take steps for the purpose of having railways made there; reads an extract from the report; 8471–8474. In 1844 the first movement was made for their construction; the Great Southern and Western Railway Bill passed in that year, and in the following year Bills were passed for making the principal main trunk lines. States present financial condition of the Great Southern and Western Company; 8475–8477. Cause of management of fares not being popular in Ireland; are higher in Ireland than in England or Scotland; gives instances; 8478–8481. High fares materially affect public travelling; taking population into account, there is an enormous disproportion between number of people travelling in Ireland, as compared with England and Scotland. Reads a letter from a merchant in Coleraine, detailing certain grievances under which the people there labour, and suggesting certain rates for passengers; 8482–8486. 8532–8540. There are a great many independent lines, having separate managements; reasons why they do not amalgamate; 8487, 8488. Tried last summer to get up a feeling to carry out Act of 1844; 8489, 8490. Has prepared a detailed scheme for purchase of Irish railways; divides them into three classes, and states how each should be dealt with; discussion thereupon; loss, if any, should be made up by imposing a tax upon Ireland; 8491–8507. How the railways should be managed when Government acquired possession; 8508. 8517. States fundamental error of our railway system; gives an instance; 8509. Would be exceedingly desirable that benefit of system of low fares, and use of national credit, should be applied also to England and Scotland. Thinks if experiments were made on a few lines of very low fares, the result would be satisfactory. Fares might be advantageously reduced upon London and Blackwall, and Liverpool and Manchester lines. The former not supported by the poorer population; 8510–8513. 8527–8531. No injury in trying experiment first in Ireland. Should be allowed to adopt system there as an institution; as the people are willing to bear any loss. The greater benefit would be in large towns, such as

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between Edinburgh and Glasgow, Liverpool and Manchester, &c.; 8514–8516, 8541–8543, 8566–8569. There might be a loss for two or three years, but that revenue would recover itself; 8517. Experiments could only be made by Government taking whole of Irish lines. There is no line that does not more than pay its working expenses; 8519–8526. Present high rates prevents full development of the mineral resources of Ireland. Copper from mines of Wicklow and Waterford is carted alongside the railway. Cattle are driven along the roads instead of being carried by railway; 8544–8556. Must be an Act passed compelling companies to sell the railways upon certain conditions. Should be a uniform tariff for passengers, and for goods a tariff according to necessities of each case. Reason why witness does not think that if railways were under Government management, there would be any difficulty from the different interests of the several parts being brought to bear upon the Government; 8557–8565, 8571–8574.

GRIERSON, JAMES, Esq. (*Analysis of his Evidence.*)

Has been for last two years general manager of the Great Western Railway Company; was formerly goods manager; 5905, 5906. Nature of through-booking arrangements made by company with Waterford and Limerick Company. Most important traffic between the two places. Traffic between Waterford and Bristol, but no through-booking arrangements *via* Bristol to Waterford; 5907–5912. Waterford traffic comes to Milford Haven. Arrangement with Waterford and Limerick Company satisfactory. If through-booking carried on *via* Dublin it should also be carried on *via* Waterford, and to all parts of south of Ireland. Great Southern and Western refused to give through-booking arrangements; 5913–5917. Waterford and Limerick do not charge as part of through-booking rate a local rate; are negotiating with the Great Western Company in order to obtain some better arrangement. Deposited a Bill in Parliament this session with a view of bringing about a closer connexion between Great Western and their line. Great Western have decided to take no part in the matter; 5918–5921, 5924. Has traffic for passengers and goods on Waterford and Limerick Railway, but former not large, the boats being unsuitable; 5922, 5923. Would be advantageous to Great Western Company to have control over Irish railways so as to get all the through traffic over their system. Their interest to work lines so as best to develop traffic; 5925–5928. If Irish railways amalgamated, could be worked efficiently as one line. If Great Western Company leased lines, would give further facilities for through traffic. Rates from Waterford to Limerick very low; could not say whether company would lower rates; most desirable when there is a prospect of increase of traffic; 5929–5934. Amount of income guaranteed to Waterford Company in addition to proportion of mileage rate. Large traffic in bacon and butter, and in cattle, horses, and pigs, but not in passengers. If better boats were put on, Milford to a certain extent might compete with Holyhead; 5935–5944. A project entertained some years ago to establish in North Wales a rival port to Holyhead. Great Western Company have obtained an Act to make a line to Fishguard; intended by independent parties to make a harbour there and run boats to Wexford; will be able to compete with route to Holyhead, the distance being rather less. Act obtained last year to make a railway on Irish side of channel to Roslea; 5945–5949. If all the Irish railways were amalgamated under one company it would require strong clauses to be framed to prevent concentrating all the traffic to one Irish port to injury of others. Might not always be best to take traffic by shortest route; 5950–5954. Places to which company has through-booking arrangements, and natural routes of those places; 5955–5964. An equitable arrangement might perhaps be made by striking a line across England and allowing Dublin to have all the traffic north of it and Waterford all south. Such an arrangement was made by Great Western and Midland Companies. It might be considered equivalent to closing up one route in each direction for the benefit of a particular port, and for the benefit of the two companies. Would work well in the interests of the public. Would be so far disadvantageous as it would enable railway companies to charge high rates, and up to maximum fares. At present all traffic brought to any local station goes by route favoured by company. Great Western Company desire that traffic should take its natural route; there are four points with which they interchange traffic with Ireland. Same rate to same place *via* Holyhead or Milford. Only book through to Cork *via* Bristol, cheaper route when time is no object. Nothing to prevent booking through

GRIERSON, JAMES, Esq.—*cont.*

between Bristol and Waterford; 5965-5977. Witness explains arrangement entered into with certain companies, whereby it is agreed that certain portions of traffic shall be considered as going *via* Waterford, and other portions *via* Dublin; discussion thereupon. Amount of rebate paid to Messrs. Malcolmsen. Arrangement prejudices trade of port of Waterford, but benefits Great Southern and Western Company; 5978-5992. Receives Irish traffic at Liverpool; expects that all the traffic from north of Ireland will be done through Birkenhead; Great Western do not contemplate putting on steamers to Birkenhead; 5993-5995. Reasons why it is desirable that all the Irish railways should be amalgamated into one. When amalgamation took place between Great Western and West Midland companies, a large additional traffic sprung up, and though rates were considerably reduced; increase of traffic more than compensated for the reduction, and greatly benefited the public. Adoption of similar arrangements in Ireland would lead to similar results. There would be a reduction in working expenses and general charges, and considerable economy in material, if all the railways in Ireland were amalgamated. Arrangement between Great Western and Vale of Neath Companies; reduced coal rate to London to about 1s. 5d. per ton; traffic 20 per cent. higher than it was; does not entirely arise from reduction; 5996-6007. The fewer separate railways in Ireland the better for the country. If nothing can be urged against Irish railways being put into one system, should not be put into two or three. Total mileage of Ireland about same as London and North-western and Great Western. Mileage of some of the French systems much more. Irish train mileage much less than on such a line as London and North-western; 6008-6015. One board could develop traffic in Ireland satisfactorily. Frequent complaints that local traffic has been neglected, but has never known a case authenticated. As far as possible members of railway boards in England are selected to represent different local interests. Local traffic of every railway most important; if directors of Irish railways consulted their interests they would cultivate it. How such traffic could be looked after; 6016-6023. Other things being equal, one extensive system can be better worked than a number of small systems. Mentions undesirable way in which Irish lines are worked, and traffic diverted. If railway in the hands of one company, should be prevented from falling into same error. Should not be tied up so as to avoid local connexions and influence, as a local director is often of great value to a company; but directors should look to general rather than to individual interests; 6024-6031. Thinks Irish railways are in good condition; rolling stock not so good as on best English lines; permanent way, with one exception, in good order; trains seem punctual; 6032-6036. English companies would have no objection to amalgamation of Irish lines if company entirely independent of existing English companies, or directors in it to represent them; 6037, 6038. Working of railways not much cheaper in Ireland than in England; circumstances which tell against them; 6039-6043. Amalgamation or absorption of small lines into large ones has, as far as Great Western is concerned, had the effect of raising rates of wages; higher wages are given with a view of getting a better class of men; this is the best economy; 6044-6053. Large railways have a town and country rate of wages; same under similar circumstances; how men are promoted; 6054-6056.

HANCOCK, W. NEILSON, Esq., LL.D. (*Analysis of his Evidence.*)

Was formerly professor of political economy in the University of Dublin, and professor of political economy and jurisprudence in Queen's College, Belfast; 7594. Has been engaged in collecting statistics on various questions relating to Ireland; 7595. Has directed his attention to Irish railways; describes their financial condition, and mentions those companies that do not pay all their dividends on their preference shares, those that do not pay on their ordinary shares, those that pay a dividend less than the rate of interest in the funds, and those that pay more than the funds, but less than what the shareholders believe to be true commercial interest; gives also the mileage of each class. Dublin and Kingstown Railway shares at a premium; is leased to the Wicklow Company on a perpetual lease; 7596-7604. Coincides with proposition stated by a Committee of the House of Lords in 1864, that where companies were not able to pay their ordinary shareholders, they were not in a satisfactory condition for developing traffic, or to work the thing successfully; describes how

HANCOCK, W. NEILSON, Esq.—*cont.*

the public interests are affected by such a state of things; quotes from the report showing that the commercial system breaks down where there is not commercial profit; 7605-7607. 7749-7753. Gives an instance where the shareholders suffered a serious loss; 7608, 7609. Thinks one cause of lines not paying is that solvent companies are afraid of carrying out extensions; these are then taken up by speculative companies, who pay their contractors in shares; reasons why it is objectionable to pay contractors or landowners in shares; discussion; 7610-7615. No line should be commenced unless it is a *bond fide* commercial company, and has its capital subscribed; if such is not the case shareholders will most likely suffer loss; 7616-7622. Attributes present state of things in Ireland to many lines having been made which never had a prospect of yielding a remunerative return; 7623-7625. County roads in Ireland are made out of local taxation; 7626. Railway defects in Ireland cannot be remedied by competition; mentions a case where it was injurious to the company, though beneficial to the public. Is in favour of competition; names several competing lines in Ireland; competition generally ends in a compromise. Effects of competition diminished where number of competitors restricted; not possible as a permanent arrangement; 7627-7631. 7704-7708. States why amalgamations go on very slowly in Ireland. Certain non-paying dividend lines may nevertheless represent a commercial value. If there were a general amalgamation of railways, and whole traffic worked on uniform plan like the Post Office, a much larger sum would be made, but scheme would create dissatisfaction in the different counties. Would be a great jealousy if any large portion of Irish lines were amalgamated with English companies; 7632-7636. 7700-7703. Present state of money market will put a stop even to legitimate extensions; 7637, 7638. Unprofitable condition of Irish railways not attributable to state of the country; since 1862 the country has steadily improved; 7639. Takes a hopeful view of the future prospects of railway traffic in Ireland; reasons for so doing. Railway returns much better this year than last. Dublin exhibition has of course made a difference; 7640-7642. 7756-7760. Emigration has not affected the traffic, as wages having increased, the people have been enabled to travel more; 7643. Gives two reasons why the coal traffic will increase; varies much in different years; 7644, 7645. Proposes that bankrupt lines and lines that have been stopped should be taken by the Government, provided that the traffic would pay cost of completing them, reckoning the money to be advanced at 3½ per cent. If the traffic would not pay at that rate, and localities would not guarantee portion of cost to make up that amount, the Government should not interfere, as no part of loss should be borne by national exchequer. If traffic produced more than enough to pay Government, residue should go to proprietors to make good money expended before Government took possession. Discussion as to when the Government should take possession; 7646-7661. 7709-7711. Lines which pay no dividends, either on preference or ordinary shares, should have the traffic valued, and purchased by the Government at 3½ per cent.; 7662-7664. Would not interfere with lines paying less than the funds or with those paying above unless the companies were desirous of selling; 7665-7667. How traffic should be carried on, and extensions and new lines made, when possession was taken by Government; in all cases they should control the rates; 7668-7670. 7729-7731. Does not think traffic would rapidly increase if fares were reduced; reason why it would be better to try experiment on those lines purchased by Government; 7671-7674. Experiment should be tried by reducing third-class passengers' rates, but not below the actual cost of conveyance; 7675, 7676. Calculation as to how to get maximum net receipts out of railway when purchased. Fixing such a rate as will induce people to travel will pay best in the long run. If Government advanced the money to make the railway, fares should be regulated so as to pay the interest. If they purchased a railway for 100,000*l.* which cost 500,000*l.* fares should pay part of interest on the sum actually paid; discussion thereupon; 7677-7696. Unlimited nature of liability in case of accidents one impediment to reduction of rates. Should be a fixed sum for each class of passengers. In Ireland proportion that sums paid for compensation bear to passenger receipts small. In some instances it has materially affected the dividends; 7697-7699. If Government became the proprietors of all the railways, they should work them like the Post Office, appoint certain of the officers, and fix fares; believes that under such an arrangement there would be the necessary vigilance to seek and promote traffic in the

HANCOCK, W. NEILSON, ESQ.—*cont.*

highest degree. Is not aware that the Irish Post Office does not pay; 7712-7721. Should not necessarily be one uniform rate of charge over line everywhere; does not know whether such a plan would create dissatisfaction; 7722, 7723. Discussion as to whether political influence would be brought to bear in particular localities in order to reduce the rates; might be neutralized by making parties in that district bear any loss from such a reduction; 7724-7728, 7737-7739. Gives a speculative opinion that where lines are not paying a commercial interest they are not well administered by the directors; 7732-7736. Shareholders of lines paying a very moderate rate of dividend averse to speculation; 7740, 7741. Solvent lines are well managed in Ireland; interest of directors to keep them in good repair; 7742-7744. Government would be better fitted to judge what would ultimately be profitable to lines than individual shareholders. Thinks they would not be too rash. Government establishments in England are managed as prudently as some public companies; 7745-7748. Government would not be under a disadvantage in having to make the experiment on bankrupt railways, as if they were bought at a price that the traffic would warrant they would be no longer bankrupt; 7754, 7755. Mentions several of the bankrupt railways which the Government should first take; discussion as to whether it would not be advantageous to amalgamate some of these lines, and work them in connexion with the Great Southern and Western Railway. Where lines are in the hands of preference shareholders they would be opposed to amalgamation; 7761-7766. Discussion as to whether one reason of railways not amalgamating in Ireland is because almost all are connected with special seaports, and also whether the making of unprofitable lines are of benefit to the public; 7767-7782.

HAUGHTON, WILLIAM, ESQ. (*Analysis of his Evidence.*)

Was deputy chairman for several years, and chairman since 1860, of the Great Southern and Western Railway of Ireland, and member of the board since opening of the railway; 4473-4475. Question frequently before board whether measures could be adopted to make railway more profitable. A reduction of rates would be too hazardous an experiment; 4476-4479. Railway running through an agricultural district, the increase of passengers following a reduction of fares would not make up deficiency in receipts. In England low fares in such districts do not produce any considerable increase in traffic; 4480-4482. Only change of fares since opening of railway was an advance of 10 per cent. about nine years ago on first and second class. Cannot say whether change was satisfactory to company; 4483-4488. Third-class traffic large. No special facilities to passengers on market days. Frequently run excursion trains at low fares, to which third-class carriages are always attached; 4489-4492. Hands in tables showing places between which excursion trains are run, times at which portions of the railway were opened, and receipts to present time. When communication effected with Cork, traffic decreased; discussion thereon; 4493-4510. Local traffic very small. Hands in a return showing goods traffic between certain stations for years 1856-1858; quotes receipts between Hazlehead and Carlow; discussion as to great increase in goods traffic between Tullamore and Cork in those years. Has no similar return as to passenger traffic; very little between second-rate towns and generally from one to the other. Considerable traffic between Limerick and Dublin; 4511-4520. 4580-4584. Competed for two years with Grand Canal Company. Hands in a table showing between what towns the competition existed, and that upon reduction of rates for grain and flour from 7s. 6d. to 2s. the tonnage considerably increased and receipts decreased. Revenue paid working expenses. Quotes dividend paid since opening. Raised rates and came to terms with Grand Canal Company. Traffic fallen off along line of canal. Has not tried any experiment since; 4521-4530. 4585. Gives passenger fares, and states that whilst traffic of first and second-class passengers from 1860 to 1864 remained almost stationary, the third-class traffic considerably increased; 4531-4538. Great increase of coal traffic in 1860 as compared with 1859; attributable to scarcity of turf; has always been an increasing traffic; 4539-4542. Railway charges 1d. per ton per mile without terminals, and provides the waggons. More coals are carried from Cork than from Dublin. Thinks it hopeless to expect a traffic for the consumption of the poor; 4543-4547; Railway communicates direct with shipping at Cork. Coals, but not ordinary goods, can be put at once in the trucks; 4548, 4549. Mentions with what English com-

HAUGHTON, WILLIAM, ESQ.—*cont.*

panies railway has through booking arrangements. How terminals are arranged between companies; are not charged to public; 4550-4562. The cartage is undertaken by Mr. Fishbourne, who acts in Dublin as Messrs. Pickford do in London; the railway company settles with the shippers of the goods; it is an additional expense of 2s. per ton. From Cork to Dublin it is 2s. 6d. a ton for goods; 4563-4569. Special rates have frequently been given to individuals, but in no case has quantity promised been sent; instance cited. The ordinary rates are published; vary according to distances; same inwards as outwards; 4573-4579. Repeated proposals to amalgamate Great Southern and Western with Waterford and Limerick; negotiations came to nothing. Amalgamation only a question of time. Great Southern and Western are absorbing small lines; these were made cheaply and well. Difficult to get lines of railway for their value unless Government interfered; 4586-4590. Public suffer inconvenience from small lines not being amalgamated with large ones, there being no through rate. Complaint against Great Southern and Western that third-class passengers cannot conveniently go and return same day. Reasons against issue of third-class return tickets. Has not tried them for market days; 4591-4595. Cattle traffic increasing until last year or two. Store cattle are not driven along the road for long distances. Number of trucks of cattle carried at Ballinasloe fair; has no branch there. Tried cheap rates for cattle for a year in opposition to Midland Company, but it was a failure; 4596-4600. There are several small railway companies within Great Southern and Western district, which are not amalgamated, and which do not work over by agreement; are no hindrance to traffic; run trains in concert, and work amicably with them. Great Southern and Western system complete throughout all the district; 4601-4605. If Waterford and Limerick were in their hands, communication between Limerick and Dublin would be more conveniently worked; through trains would then be run to Limerick. Inconvenience felt by public in consequence of not being able to return from Dublin same day; 4606, 4607. Received a proposal to send minerals, but it was found that traffic would not pay half working expenses. Gives rates offered, and distance it would have travelled over line. No fixed quantity promised. Traffic to be remunerative must be continuous; 4608-4616. Traffic in south of Ireland, so far as the Great Southern and Western are concerned, is fully developed. Thinks there would be a slight increase of traffic if rates were reduced. Corrects a statement made by Mr. Longfield; 4617-4620. Some of the minor lines are in a state of bankruptcy; this is owing to having cost too much, or to insufficiency of traffic; instances the Wexford and Bagnalstown line; 4621-4623. 4625, 4626. Thinks Ireland is in a poor condition; cannot expect any great increase in passenger traffic; 4624. Has no new railway projects before Parliament; mentions some bills that have been passed; never opposed any lines; 4627-4629. Outstanding bonds. How debentures on Government loan were paid off; 4630-4634. Rented a line to Cork with the intention of purchasing it; has a large passenger traffic, but no goods traffic, because there are either no stations or very badly constructed ones. There would not be much traffic if stations were good. Cheaper to send by lighters to port of Cork. Explains how the trade is carried on; discussion thereon. Large grain traffic between Dublin and Cork, which goes principally by sea; reasons why railway cannot compete with the sea; gives rate by sea and distance by railway; 4636-4642, 4647-4654. Grand canal has an advantage over railway. Railway company take all orders they can get; 4643-4646. Explains why railway cannot carry grain; 4655-4664. If there were a large and continuous quantity of grain, 6s. per ton would pay, but rates to Cork now very low, in order to compete with water communication; 4665-4671. Thinks that no measure in connexion with railways could stimulate industry of Ireland, unless Government is prepared to risk a large sum of money. Public expectation in Ireland; 4672, 4673. Would not recommend to proprietors any reduction of rate as it would reduce dividend. Cannot imagine any number of years in which deficiency would be made up; 4675-4678. Low fares on Great Southern and Western have never had a fair trial. Difficulty as to trying a reduction on part of a line. A reduction of fares would not be followed by a great increase of traffic, as there is nothing to induce travelling from town to town in Ireland; 4679-4682. New lines in progress in south of Ireland; others projected; declines to give an opinion as to motive for promoting new lines when old ones unremune-

HAUGHTON, WILLIAM, ESQ.—*cont.*

native; 4683-4685. Great passenger traffic to Killarney in summer time, though less than might be expected. The large hotel there, although terms reasonable, does not pay; 4686-4688. Gives quantity of butter sent between Cork and Dublin, and rates charged, also passenger fares between Cork and Limerick, Cork and Killarney, and Dublin to Kilkenny, and distances. Does not consider that many passengers are carried through to Killarney from London and North-western system; 4689-4694. Reasons why he thinks it doubtful whether there would be competition between Wexford and Dublin if a line were made to Waterford and Wexford; 4698-4701. Desirable that London and south of Ireland should be connected together; 4702, 4703. There would be no material saving in working expenses effected by amalgamation, the advantage would be greater convenience to the public; 4704-4711. All the engines and carriages are repaired in Dublin and Cork; does not repair those of other companies; 4712-4714. Within certain limits increase of passenger traffic might be worked without increasing rolling stock; 4715. Many lines are irretrievably ruined, as far as regards the public advantage, in the course of 10 or 15 years, and some of them in half that time, the rails and sleepers will have to be renewed. There is not a single line in south of Ireland whose capital is not irretrievably gone unless traffic of the country increases; 4716-4720. Corrects a mistake made by a previous witness as to saving effected in rate for coal by bringing railway in Dublin down to water side; 4721-4723. Majority of directors think that no reduction of rates could be made without ultimate loss; 4724-4726. Majority of shareholders Irish. The railway meetings are always in Dublin; 4727, 4728. Has a considerable fish traffic; it is carried in goods vans attached to passenger trains; is not an increasing traffic; goes principally to England. Gives through rates to England per cwt.; 4729-4733.

HEMANS, GEORGE WILLOUGHBY, ESQ. (*Analysis of his Evidence.*)

Is a civil engineer, and has been for 25 years engaged in construction of railways in Ireland. Enumerates the lines; 3760-3762. Irish gauge an impediment to working lines economically. Advantages of traffic as great as in England. Carriages accommodate four abreast, same as on English narrow gauge, although much heavier. An advantage in constructing locomotives; 3764-3766. 3780, 3781. English narrow gauge preferable. Impossible now to alter Irish gauge; 3767-3769. Expense of working greater, increased by cost of coal and dead weights. Rolling stock also dearer. Cost of running a train per mile not quite so much in Ireland as in England. Irish gauge does not make much difference in the construction of a line; 3770-3775. Cost of carrying a given number of passengers or goods rather greater upon an Irish than upon an English railway. If carriages were filled the working expenses would still be heavier in proportion to number of persons carried; 3776-3781. Few night trains diminishes cost of keeping up lines, wages, &c. being less. Cost of keeping up permanent way less in Ireland than in England. Goods trains are run at night; 3782-3788. In comparing working expenses on English with those on Irish lines not fair to take the English great lines, but branch lines made through thinly-peopled rural districts; 3789. On Sundays a train is run morning and evening. Sunday trains do not pay on long lines; 3790, 3791. Gross traffic receipts on Irish lines appear stationary; 3792, 3793, 3827. A few years since hopes were entertained, which have not been realized, that there would be more prosperity in Irish lines; many railways were started, the contractors being paid principally in shares, thus throwing an immense amount of debt upon the lines; found extremely difficult to get contractors to take up the work upon these terms; discussion as to amount of money wasted; 3794-3811. Goods traffic has diminished, cause; 3812-3816. If rates were lower there would be more cattle traffic: grass-fed cattle are frequently walked 20 or 30 miles; 3817, 3818. If rates were reduced one-half there would be a temporary loss, but thinks in five or six years the present net revenue would be realized. Comparative cost of working lines proportionately less as carriages are better filled; at present they would take 50 per cent. more third-class passengers; 3819-3825. Dividends have decreased, reduction in some cases attributable to expense of renewing permanent way; 3826, 3828, 3829. Is of opinion that steamboat traffic across Irish channel is not in a satisfactory state; 3830. Amalgamation of small boards with larger companies would reduce fixed

HEMANS, GEORGE WILLOUGHBY, ESQ.—*cont.*

charge in favour of proprietors; small boards often act in an obstructive manner; 3831, 3832. Discussion as to how Ireland should be divided into districts in the event of amalgamation of railways; 3833-3839. States cause of nonpayment of dividend in some railways and reduction in others; 3840-3848. Points out how saving would be effected by amalgamation, discussion thereupon; 3849-3856. Gives reasons why he thinks no favour would be shown by railway companies either to amalgamation or purchasing lines. Holders of stock would be glad of any measure that would ensure them a modest dividend. Thinks when shareholders opposed amalgamation they must have been influenced by the directors; 3857-3860. Amalgamation, with protection from monopoly, and a large reduction in the rates, would be popular with shippers of goods and cattle; how temporary loss could be met. Barony rate could not be put on; illustration; 3861-3869. 3871-3874. 3899-3902. Landholders and agriculturists derive considerable advantage from construction of railways. Would not agree to bear temporary loss; general feeling that it should be borne by United Kingdom; under such arrangement $\frac{2}{3}$ ths would be raised by Great Britain. Irish railways pay no passenger duty; 3870, 3875-3884. Some method should be devised of trying the experiment of reducing fares without sustaining a loss. Conditions upon which a guarantee fund might be raised; 3885-3887. Reasons why directors in Ireland object to amalgamations. Amalgamations numerous in England; 3888-3892. If Irish railways were amalgamated, and the country divided into three systems, thinks it would not be possible that working could be satisfactorily carried on by a few boards unless Government appointed a referee who should have full power to do justice to every line; 3893, 3894. Whole system could be vested in hands of one or two companies. Dublin should be the chief centre of railways, and at Belfast there should be another centre; 3897, 3898. Has not estimated what the effect would be of reducing rates 50 per cent.; thinks traffic would come gradually; at the end of 10 years the loss would probably recoup itself. After a time third-class passengers would use railway, second-class passengers would be induced to travel first class, to those who now travel first class the reduction would not be material; 3903-3911. Does not think third class would use railway unless fares were reduced one half; 3912. Increase of passengers would not add to working expenses, but until traffic doubled there would be a diminution in gross receipts; 3913-3916. Low charges will tend to gradual establishment of manufactories in Ireland, but merely as an agricultural country it would pay to reduce rates; 3917, 3918. In England low fares have led to considerable increase in passengers in agricultural districts. Want of money prevents Irish people using railways; 3919, 3920. Introduction of coal into centre of the country becomes more important every year. Has observed a tendency to discontinue use of turf. If coal was cheaper, and the empty cattle trucks returned laden with same, the consumption would increase; 3921, 3922. If railway companies make a large reduction in cattle rates, and bring back coal from Dublin for $\frac{1}{2}$ d. a ton per mile in the same trucks, it would pay in the end; 3923. Cannot tell the net receipts on Irish railways, or amount of capital invested; 3924, 3925. Turf cannot be used so economically for steam engines as coal; all attempts to compress turf into a small compass have commercially failed; three times the bulk of coke or coal. By the time good turf is dug, dried, kept, and sent to market it is not a cheap article; only burned on railways to light the fires; is possible, if you get an engine established near a peat bog, to drive it with turf at a low rate; 3926-3932. Flax mills and cloth and woollen manufactories would be established if rates were reduced. Manufactories in England have been established near to where fuel is produced. A good deal of water power would come in aid of Irish manufactories; where there is large water power and auxiliary steam it ought to be able to compete with steam power. Thinks manufacturers in Ireland using water power could compete with English manufacturers using steam power; 3933-3937. One engine would not take more than 210 tons of coal. Gradients are equal if not superior to many of the leading lines in England; gives them upon certain lines; 3938-3948. Putting on powerful steamers by railway companies in connexion with Irish ports would be beneficial. The London and North-western is the only company that has power to expend capital in that way, and they had considerable difficulty in getting sanction of Parliament; 3949-3954. Railway companies participate in property of steamboats between Fleetwood and Belfast

HEMANS, GEORGE WILLOUGHBY, ESQ.—*cont.*

and between Morecambe and Belfast. Not so well managed as they would be in the hands of railway companies; 3955, 3956. If Great Western Company had power to put on steamers between Waterford and Milford, the service would be better. Does not know if they applied to Parliament for power to put on steamers; general impression that it is difficult to obtain such power. Shareholders can stop companies from embarking in such undertakings; 3957, 3958, 3985, 3986. Would introduce competition between railways and independent steam ship companies; private companies must either improve their accommodation or succumb. The Waterford Company, with their numerous fleet of steamers, and also the Dublin Company, would be able to hold their own against any railway companies' boats. Places to which Waterford Steam Company ply; 3959-3967, 3983, 3984. Not sufficient sea service between Waterford and Bristol, 3967, 3968. An efficient service similar to that which exists between Holyhead and Dublin would stimulate the export trade all over the country, 3969-3982. Would make steamboats between English and Irish ports a combination between English and Irish railways, so as to work together; 3970. In some cases it might be advantageous to lease Irish railways to English. Irish goods should be booked through in every direction to England; 3971. English companies should be able to put on steamers in connexion with Irish railways, so as not to give an exclusive monopoly to any one line; 3972. Might be profitable for a railway company to put on steamers when it would not pay a private company. Is not aware of any difficulty in the way of through rates between Waterford and Wales; 3973, 3974. Places where it would be advantageous to establish steamers in connexion with railways where they do not exist, or are insufficient; discussion thereon; 3975-3981, 3989-3992, 3994. Difficulties in way of companies indirectly establishing boat communication; 3993. Thinks Midland Company are only interested in the boats from Morecambe to Belfast; 3995, 3996. Would establish a system of through booking from every port in Ireland to every port in England. There is booking through Dublin and may be some in the north, there is some also by Waterford, but service is not good; 3997-3999. Passage from south of Ireland to Fishguard; 4000, 4001. Compares difference in point of time and distance, supposing there was a good sea service between Waterford and Milford, of a journey from London to south of Ireland with route by Holyhead and Dublin; 4002-4006. Could hardly expect boats of equal power and speed to those running between Kingston and Holyhead; 4007-4010.

HILL, FREDERIC, ESQ. (*Analysis of his Evidence.*)

Has been for the last 14 years assistant secretary to the Post Office; 7933, 7934. His attention has been directed to questions of railway management and legislation; 7935-7937. Explains difficulties in obtaining postal facilities, and the tendency on the part of arbitrators, if matters are referred to arbitration; 7938-7943. Not obtaining reasonable terms very much diminishes use of railways. In Belgium and France a more frequent communication between town and town than in England. In France, unless special trains are required, State pays nothing for transmission of letters by railways; 7944, 7949, 7950. In some cases cheaper to send mail by horse and cart; 7945, 7946. Has to pay more where trains are required to be run at certain hours; 7947, 7948, 8091, 8092. Parliament might compel new lines to carry the mails gratuitously; thinks service would be better performed by paying companies a remunerative price; 7952-7955. Difficulties in the way of Post Office availing itself of ordinary trains; mentions an instance where it had to pay very highly for sending a very light mail; 7956-7961. Impossible to substitute a fixed invariable payment for system of separate arrangement. In the case of new railways, a mail tariff, varying according to certain circumstances, might be introduced into the Act. Post Office have frequently represented to the Treasury the want of such a measure, and some years ago a Bill was prepared, giving Post Office power of sending mails at certain fixed charges, but in consequence of an intimation of a very strong opposition, the Bill was not proceeded with; 7962-7986. Desirable that State should become the proprietor of the railways; should not be purchased; a fixed dividend should be guaranteed to the shareholders, the risk (if any) should fall upon the State. Reason why witness thinks there would be no loss; the Government will gain other advantages. Such a price must be offered as would induce shareholders voluntarily to surrender their in-

HILL, FREDERIC, ESQ.—*cont.*

terests. Power should be given to the majority to bind the whole; 7987-8001, 8026-8028. Would put up line to competition, and let each railway upon lease, imposing certain conditions as to rates, &c.; permanent way should be left to leasing company; 8002-8005. Should be frequent inspection of line; 8006. Believes the rent would cover payments for debentures, and for ordinary shares. As the debentures fell in, Government would be able to re-issue them on much more favourable terms; 8007-8010. Would be desirable to create a special small department for managing the railways. Government should buy them up gradually; 8011, 8012. If purchase by voluntary means only, does not follow that Government would become possessed of all the worthless lines, as they need not purchase unless they thought proper. Proprietors of improving railways would be willing to part with them at a given price. For what cases compulsory powers should be obtained; 8013-8017, 8097-8099. If Parliament thought any new line would benefit the country, they should sanction its construction; if it should be an injury to companies having a 21 or 30 years' lease, lessees would have claim to have rent re-considered; 8018-8022, 8036-8038. By witness's system the State and the proprietors would both gain; 8023-8025. In what way saving would be effected if State purchased the railways; 8029-8035. Thinks force of competition between those offering themselves as lessees would bring about a large reduction of the fares. Under present system effective railway competition impossible; 8039-8041. Puts in paper headed "Summary of opinions held on the subject of railways;" 8042. No essential difference between an annuity payable to a body of railway proprietors, and one payable to ordinary holders of consols; effect that Government borrowing money or paying annuities at higher rates of interest would have upon consols. Discussion upon the creation of these annuities; 8043-8067. No term of lease should be fixed. How packet tenders are framed. Thinks there is an analogy between entering into a contract for the conveyance of mails, and one for the entire use of a railway; discussion thereupon; 8068-8079, 8190, 8191. Lessees should have power to select their own officers, even though the railway were only let for one year; 8080-8082. Government should prescribe the trains to be run, but should reserve to themselves the power of preventing lessees of one railway throwing unnecessary obstacles in the way of the working of an adjoining one; 8083-8090, 8093. Would lease out each separate line as it was surrendered. Thinks that all the railways will gradually become the property of the State; 8094-8096. Believes lessees would be men of more administrative ability than present boards of directors. Has observed a tendency recently of private enterprise changing to joint stock companies; in many cases boards of directors of such companies will manage better than boards of railway companies; mentions the cases of Mudie's Library and Dillon and Co., where the existing management has been retained, and become the nucleus of the company; 8100-8110. If a particular railway were ably managed, lessees would be glad to retain manager. Very probable that managers themselves would become lessees, provided they could give security that terms of lease would be acted upon; discussion as to the security that should be required; 8111-8123, 8131. Would not allow lessee any per-centage upon his rent for profit and risk; 8124-8130. Upon termination of lease, or at any intermediate time, if either party desire it, the whole property should be assessed, and any falling off made good by a money payment. How to guard against insolvent companies undertaking a lease. Lowest tender not the only thing to be considered. Thinks political bias would not influence the contracts; not the case in Belgium and France; 8132-8143. Advantages that would arise if Government were to take possession of the railways. Is not for the advantage of the public to make as many railways as can be made; cases in which competing lines are an advantage, and the reverse; mentions two instances in which lines have been unnecessarily multiplied; discussion as to whether such lines should be sanctioned by Parliament; 8144-8177. Great difference in the railway communication if State had purchased the railways 20 years ago; 8178. Discusses question as to whether it would be expedient to have one line for passengers and another for goods; 8179-8189. Power of lessee to make engagements with third parties would cease with his own term; all engagements extending beyond must have the sanction of Government; 8192-8196. Reasons why securities against accidents, assaults, robberies, want of punctuality, and irregularities should be provided for in the

HILL, FREDERIC, ESQ.—*cont.*

terms of the lease and not by Act of Parliament; 8197–8209. Amount paid to vessels carrying mails depends upon the penalties imposed; 8210–8214. Adjusting the working of different railways so as to make trains of every line coincide at terminal points with those of neighbouring lines would be done better in a lease than by Act of Parliament. Believes that in many cases the want of correspondence is intentional; 8211–8220. Government might find it beneficial to have only one gauge; would have to pay for the alteration, but if traffic largely increased it would tell upon the rent. Could not be altered without Government interference. Broad gauge only exists in a very limited district. If profitable to Government to change gauge, not necessarily so to Great Western Company. Mixed gauge upon that line must be very inconvenient; 8221–8231. Question whether it is sound commercial policy for State to purchase railway property at more than its market value; 8232–8240. Would propose a moderate tariff for the conveyance of the mails, reserving the power as now of requiring trains at certain times and at a certain speed; 8241–8245. Post Office worked at considerable profit. Can have every facility by paying for it. Under a lease very much greater facilities could be obtained for a moderate additional payment. Post Office makes a profit in spite of railway system; would not greatly exceed its means if there were no railways. Pays more per ton per mile than was paid formerly to old coach proprietors; work is done now cheaper by stage coach and mail carts than by railways; 8246–8253. If scheme carried out there would be greater competition between railways and canals; might seriously injure the proprietors. Discussion as to whether this would not be a great hardship. Government would take over every collateral obligation which railways would be under with respect to the canals; 8254–8262. Is not aware that in Austria and Italy the Governments have sold all the railways; not bound to follow their example. The French Government have not sold theirs; 8263–8267.

JONES, WILLIAM BENCE, ESQ. (*Analysis of his Evidence.*)

Is a landed proprietor in the county of Cork; has resided there more than 20 years; 6461, 6462. Whole of traffic of West Riding of county of Cork, with a small exception in the northern part, depends upon one line of communication; main line of communication from Cork to Bandon; 6463, 6464, 6505. When line opened. Cost per mile. Difficulties before railway was opened. At first taken up by preference shareholders; is now managed by first preference shareholders. Mentions directors' names, and where resident. Not necessarily required to hold original shares; 6465–6470. First preference shareholders have always received their dividend, but second not so regularly. Amount of loan capital, and interest paid. How much represented by first and second preference shares, and by original shares. Original shareholders have received nothing since line opened. Market value of these shares; 6471–6476, 6489. Bandon district capable of producing a considerable quantity of traffic. Amount earned by railway. If fares were lowered, it would be beneficial to the public, but cannot say whether it would be profitable to company; 6476–6479. Real difficulty is that present managers of railway being interested only in preference capital, upon which they receive a dividend, have no interest in developing traffic. Were company solvent, would promote extensions; all traffic from extensions must pass over the line. Company do not stand in the way of extensions, but cannot promote them for want of money. An extension partly finished, called West Cork Railway. Describes the favourable nature of the country for making this railway. Originally intended to go to Skibbereen (32 miles). Completed 17½ miles out of 18, and was obliged to stop for want of money. Has applied to Parliament for power to raise more. Line will cost considerably over 20,000*l.* per mile; engineer estimated that it could be done for 4,000*l.* Enormous increase of cost caused by there being only 10,000*l.* embarked in it. Whole done by taking shares into the market and getting rid of them at any price. Everybody, except labourers, paid in shares. Tried to get a *bonâ fide* contractor, but failed; got into the hands of people who carried on lines on credit; 6480–6488. Does not think the Cork and Bandon Company can be in arrear to Exchequer Loan Commissioners, as there has never been any statement that first preference shareholders did not receive theirs, and Commissioners would take precedence of preference shareholders. Interest upon mortgage loans also must have been paid, as that would be a first charge before preference shares; 6489–6493. Preference shareholders elect directors; 6494, 6514. If

JONES, WILLIAM BENCE, ESQ.—*cont.*

West Cork railway had been made for estimated cost, it would have paid a fair dividend; cannot say what dividend would have been paid on the other 14 miles. From arrangements made in Bill before Parliament it is pretty clear that preference shareholders will get something, and others none; such a system very discouraging; 6495–6497. How far witness's residence from station at Bandon; has property near Cork that would be benefited by railway being opened. Branch lines from trunk lines to Cork and Bandon would be an immense benefit to the country. Bandon line, bad as it is, has been of incalculable benefit to district. A little agricultural produce carried into Cork by carmen. If rates were moderate, this traffic would go by railway. Course adopted by the farmers to get their butter to the market; 6500–6504, 6506, 6507. Would suggest as a remedy for present state of things that Exchequer Loan Commissioners should have power to advance money wherever there was a *bonâ fide* traffic available; 6508. Would buy up preference shareholders. Does not know market price of preference shares; seldom sold; 6509–6513.

LANYON, CHARLES, ESQ. (*Analysis of his Evidence.*)

Is a civil engineer. With what railways has been connected; is now consulting engineer to Belfast and Northern Counties Railway. Attends the board and is acquainted with system pursued by directors, but duties of traffic attended to by manager; 6057–6063. Time railway has been open. Line from Belfast to Ballymena satisfactory, but dividends reduced since branch made from Antrim to Cookstown; 6064, 6065. Quotes fares, and states that third-class return tickets are issued by all the trains, except express; at all stations; market trains are also run at an average rate of ¾*d.* per mile. Four trains a day from Belfast to Londonderry. Trains same as when Londonderry and Coleraine line separate. Fair passenger trade. No variation in fares since railway opened, except giving third-class tickets, which had the effect of increasing the third-class, and depreciating the second; result profitable to shareholders; 6066–6076. Rate at which Londonderry and Coleraine line worked; formerly paid a rent of 10,000*l.* a year, which was an annual loss to company. Line previously worked by Mr. Rowe; is not aware whether it was profitable; traffic has changed. Thinks there has been no alteration made in the fares; 6077–6083. Names manager of railway. Is not aware that Mr. Rowe reduced the rates; cannot speak as to the receipts. Worked line for remainder of lease before altering agreement; 6084–6090. When competing line by Omagh and Dungannon opened, and effect it had upon the receipts. Second competing line opened from Londonderry to Belfast. Coleraine line a little shorter. Both companies charge same rate, competition between the two extremities only; 6091–6102, 6170. Same rate charged on whole of line between Londonderry and Belfast as on part between Belfast and Coleraine. Traffic in passengers and goods equal; is not considerable; 6102, 6103. Coal is much used for manufactories at Ballymena, and also for household purposes. Rate at which carried; 6104–6110. Up to last year was a considerable traffic in cattle. Reasons why a demand for coal inland would not materially increase if rates were reduced. Would be a large consumption. In towns near to railway stations consumption much increased. Demand increasing. Is not aware that in England 1*d.* per mile is a heavy rate, but having a long haulage would make a considerable difference. Gives gradients in Northern Counties line and loads drawn by one engine. Maximum train loads much better in England, because gradients are better. Description of coal consumed in North of Ireland, and price at Belfast; 6111–6128. Condition of Northern Counties line as to permanent way and rolling stock satisfactory, but line from Coleraine to Londonderry is in a very bad state. Not so intimately acquainted with railways in other parts of Ireland; believes some of leading lines well worked; 6129–6141. Question of lowering fares frequently came before the board. Third-class fares lower than average in Ireland. A reduction would largely increase traffic, but does not know whether receipts would be increased. Issue of third-class return tickets profitable to company. Will not say that market tickets were not so; traffic much increased; are issued for all classes; 6142–6159. If rates were lower shareholders would permanently suffer. Does not think many more would travel who now walk. Third class principally ordinary labourers and farmers; 6160–6167. Owing to there being a thin and scattered population, traffic could not be carried so cheaply in Ireland as in England. District round Belfast very populous and prosperous. Not too many railways in Ireland; competing lines should

LANYON, CHARLES, Esq.—*cont.*

not be allowed. Some of the Irish railways in a state of bankruptcy. Does not know why new lines are being constructed; 6168–6180. With exception of neighbourhood of Belfast, Irish people are less able to pay high rates than English; 6181. Rates should be high because population is not so dense, and people are so poor that they cannot pay high rates, are two things quite compatible as facts. Low rates should be charged if a railway company is to be of use to population. Does not know fares charged by Bianconi's cars. Rates (particularly third class) being lower in England than in Ireland where people are not so well able to pay high rates, is attributable to difference in numbers carried; 6182–6187. Difference between farmers and labouring class in Ireland and in England. On holidays a large excursion and pleasure traffic from Belfast among labouring class connected with manufactures; 6188–6191. Amalgamation of lines in north of Ireland most important in the interests of shareholders and the public. Great want of amalgamation between three lines from Belfast to Dublin. Difference in value has been the great obstacle in the way of lines being amalgamated in Ireland. Negotiations for amalgamating Belfast Junction and Drogheda lines failed; 6192–6197. Advantages that would arise from amalgamation of Irish railways; 6198. Great delays caused by necessity for consulting various interests. Dividends paid by Ulster, Belfast Junction, and Drogheda lines; 6199, 6200. Ireland might be divided into districts, whether two, or three, or more, would require great consideration. All lines under one management would not be desirable. Reasons why more difficult to manage than London and North-western Company or other large English lines; discussion thereupon; 6201–6212. Would have all the small railways merged into the larger ones; is quite in favour of amalgamation as a principle; shareholders would not offer much opposition; 6213–6215. 6280, 6281. In several districts traffic is still carried on by carts; necessary for railways to secure this traffic. As to what distance cheaper to carry by road than by railway. Northern Counties, by lowering fares, have absorbed all the road traffic with profitable result to company. Is not aware of any great traffic with cars in districts accommodated by railways; 6216–6229. Loans might be given to railways in Ireland at a less rate of interest than could be obtained in the market, as they have not same advantages as English railways. Points out in what way it would be an assistance. If loans obtained fares should be reduced to extent of saving effected. Reduction should apply to passengers, cattle, and minerals; 6230–6235. Carries large quantities of coal on Ballymena railway, owing to great facilities in connexion with Belfast harbour. Ulster railway has no communication with the harbour. Carries a very small quantity of coal, as canal runs parallel with railway, by means of which a great coal traffic is carried on into interior of the country at very low rates; 6236–6241. Amalgamation of smaller railways into larger ones must be by Parliamentary compulsion. Upon what basis compulsory power should be formed. Has not known an instance in which Parliament has been asked to pass a measure for compulsory amalgamation; 6242–6247. 6280–6282. If Government lent money to Irish railways, would have to do so to those English lines paying low dividends; 6248, 6249. Interest of shareholders should not be sacrificed to interests of public, and *vice versa*. Witness has just finished the Bangor line and the Larne and Carrickfergus line. Capital of latter found by shareholders, of the former principally by the contractor. Capital about 20 per cent. more in consequence. Gives amount subscribed, cost of making railway, price paid for land, description of the line and traffic upon it, and arrangement made with contractor; 6250–6279.

LONGFIELD, DR. MOUNTIFORT. (*Analysis of his Evidence.*)

Is senior judge of the Landed Estates Court in Ireland and director of the Great Southern and Western Railway; 2794. 2797. Has given much attention to Irish railways. Thinks passenger traffic would increase upon reduction of rates, but the profits would diminish. Reasons; 2794–2799. Company tried a 4d. parcel rate, but it did not pay. There was no perceptible increase in number sent. Probably reduction was not well known; 2800–2808. If fares were reduced the increase of passenger traffic would not be so great as in England. Agricultural does not admit of same increase as commercial traffic; 2809–2811. Considerable fat cattle traffic on Great Southern and Western. Reasons why store cattle are not sent by railway; 2812–2814.

LONGFIELD, DR. MOUNTIFORT—*cont.*

2818. Doubts whether a rate that would tempt a grazier to send store cattle by railway would be remunerative; 2812–2815. Attributes decrease of dividend to bad harvests diminishing the wealth and population; 2816, 2817. Is sure all traffic would increase upon reduction of rates; 2819. Proposals holding out the prospect of an increase of traffic are frequently made to the board; 2820, 2821. No material increase upon any description of cattle within last few years. If rates were reduced the ultimate result would be favourable to the companies; 2823, 2824. 2852, 2853. If proprietors of mines would supply sufficient traffic, and send full train loads, companies would be glad to carry at reduced fares, and if required would make stations and sidings; 2825–2830. Subject of reduced rates discussed frequently at the board, special inquiries made, and company guided by the result; 2831–2836. There must be a third-class train between Limerick and Nenagh, as the Act compels company to provide it. Is not witness's line, but has running powers over it; 2838–2841. Probable that first-class passengers could not get from Limerick to Dublin in a day, as they would have to pass over two different lines of railway; 2842–2844. Proposition made by board of directors to amalgamate with Waterford and Limerick Company, but shareholders refused. Would have facilitated traffic arrangements if they had done so. Thinks the terms offered were too high, as the earnings of that company have not been equal to the terms; 2845–2851. Gives reasons why the traffic in corn, coal, and third-class passengers would increase upon reduction; 2854–2861. If third-class was $\frac{1}{2}$ d. per mile, traffic would considerably increase. Class of persons who would travel; 2861–2864. Has never attempted to develop third-class traffic in vicinity of market by issuing return tickets at low fares. Discussion upon this question, and as to how loss upon general reduction should be made up; 2866–2871. 2875–2883. Thinks an experiment might be made by empowering Government to nominate an official director on any line, who should have power to consult the books and vote as other directors, and be allowed to make experiments, guaranteeing the company against loss, and Government receiving half the gain, if any. Scheme discussed; 2872–2874. 2884–2898. 2932. Mentions certain railways and places with which there are through rates; 2899–2903. 2909–2913. There are not many excursion trains. They interfere with the traffic. Would rather have all trains cheap. No reduction to reapers; 2904–2908. Traffic sometimes regulated by other considerations than those of distance; 2914, 2915. The passenger traffic would not materially increase by railway communication with the water at Dublin; the coal traffic would. Coal traffic chiefly from Dublin. At Cork coals can be brought up very close to the railway. In Dublin they are carted at an expense of about 2s. a ton; 2916–2931. 2933, 2934. Hands in paper for Appendix; 2935, 2936.

LUCAN, THE RIGHT HONOURABLE THE EARL OF. (*Analysis of his Evidence.*)

Is chairman of the Great Northern and Western Railway Company; 2937. Railway from Athlone to Castlebar (72 miles), will be continued to Ballina (106 miles); 2938, 2939. Material interests of the North and West of Ireland have not benefited by railways as much as they should. Companies too poor to work traffic at prices attractive to the people. If companies would reduce fares 50 per cent., believes at the end of five years there would be a large dividend; 2940–2942. Fares nearly at maximum, and much the same as in England. Gives dividend paid, number of passenger trains running, and fares. Line worked by the Midland Company; 2944–2950. Travelling facilities greater since railway opened; more accommodation required between Castlebar and Castlebar; 2951–2954. Reasons why experiment of running trains at low fares has not been tried; 2955. Quotes rates at which the trucks travel. Midland Company find trucks and fix rates, subject to approval of the Great Northern and Western; 2956–2960. Line to Castlebar opened three years; slight decrease in traffic since January; never earned more than 7l. per mile per week; requires 8l. 10s. to pay a dividend of 5 per cent. States amount of paid-up capital, capital advanced by Loan Commissioners, and interest paid; 2961–2965. 2970. Commissioners are about converting loan into a 22 years' annuity; inconvenience that will arise to company in consequence; 2966–2969. 2973–2976. 3010–3017. Preference stock 5 per cent. Preference shares not worth more than 90 per cent. Irish credit low in London market; mentions as an illustra-

LUCAN, THE RIGHT HONOURABLE THE EARL OF—cont. tion an interview had with Governor and Deputy Governor of Bank of England; 2970-2972. Unless fares are reduced 50 per cent., traffic would not materially increase; quotes rates, and states that cattle, corn, and potatoes would then be carried by railway. In four or five years traffic would more than double; 2977-2979. 3039. Government should negotiate with different companies and buy up all the Irish railways; thinks whole of the ordinary stock could be bought at 50 per cent.; discussion as to the preference shareholders; 2980-2998. Strongly opposed to management of railways being placed under Irish government; 2999. Government should lease railways to large English companies upon condition that there should be maximum fares and minimum accommodation. Would have only three railway companies in Ireland (instead of 54 as at present), one for the North, one for the South, and one for the Midland district, with a board sitting in London. Temporary deficit consequent upon reduction of rates should be added to capital account; discussion upon the question; 3000-3021. No difficulty in getting English companies to lease Irish lines. Very few additional lines required; none should be constructed in future unless county find the land, as is done for roads; quotes cost at which lines could be constructed; 3022-3027. Course to be adopted in the case of lines in process of construction or for which Acts have been obtained. Not many new lines proposed this session. Great object for Ireland to reach the English markets. Dutch and Germans can send beasts to English markets cheaper than they can be sent from Ireland; quotes rates; 3028-3031. If heavy goods were sent for $\frac{3}{4}$ d. per mile, could successfully compete with the sea; 3032, 3033. Does not think a coal trade could be established in the West of Ireland, as it is cheaper to burn turf; gives illustrations; 3034-3037. Difficulty in obtaining back freight; 3038. Experiment has not been tried of reducing rates, as there would be a difficulty in getting the Midland Company to reduce; 3040-3042. Enumerates certain goods which would be carried upon reduction of rates; 3043-3050. Does not believe that store cattle would continue to be driven along the roads if the rates were lower; is certain that nearly the whole would go by rail; 3051, 3052. Witness's line would have the whole of the fish traffic if there were a night train; greater part of this traffic, which is considerable, is carried on by small smacks; 3053-3057.

MACAULEY, MR. JAMES HYNDMAN. (*Analysis of his Evidence.*)

Is manager of a bank in Coleraine; 7283. Mentions different railways between Coleraine and other parts of Ireland, and length of the lines; 7284-7287. Dissatisfaction often expressed at the differential rates charged. Are no fixed charges. Instances differences in rates charged for goods and coals from Portrush and from Londonderry to Coleraine. All heavy goods are carted from Portrush in consequence of the high rates by railway; quotes rates; 7289-7291. Coleraine people are now making application to Board of Trade for a loan to improve navigation of river; hopes in time to have it made navigable, so as to make Coleraine a sea port; will then be independent of the railway companies. Long journey from Londonderry deteriorates value of certain goods. There is a port both at Londonderry and at Portrush. Both the railways worked by same company; 7292-7299. 7311-7315. Similar differences in passenger rates; facilities are given to Londonderry people which are not given to Coleraine people. Has often been told that different rates are charged to different individuals on same line for same quantity of goods; 7300-7302. 7308-7310. Thinks rates for passengers and parcels have been increased on Northern Counties line between Coleraine and Belfast within last two years, but fares on Londonderry and Coleraine part of line have not been altered; 7303-7307. If Government purchased railways there would be regularity in charges and perhaps at lower rates. Rates now high; if lower, traffic would considerably increase. Rates from Londonderry to Coleraine very low; no goods go along the roads in that part of the country; 7316-7320. Different opinions expressed as to how loss should be met if Government purchased the railways. Unless railways could be made to pay, it would be unadvisable to make a change. If fares were all raised and re-arranged might be more suitable than some lines charging high and some low rates; 7321-7327. Coleraine has communication by river Ban, it is navigable up to Lough Neagh. Receives very few goods from Belfast by means of that river. Chief port is Portrush. Population has not much increased in Coleraine; it is

MACAULEY, MR. JAMES HYNDMAN—cont.

an improving town. Has only one linen manufactory; 7028-7032. Has known two instances where merchants have experienced much difficulty in recovering damages from railway companies for goods lost or injured; 7333.

MACFARLANE, HENRY JAMES, ESQ. (*Analysis of his Evidence.*)

Is a magistrate of the county of Dublin, and a member of the Council of Royal Agricultural Society; 6515, 6516. Has been brought very much in contact with the authorities on various railway boards in Ireland, principally in connexion with the annual shows which are held in each province alternately, and the conveyance of stock and agricultural implements of all kinds. Has not latterly experienced so much difficulty in making arrangements with managers of railways for these shows; describes nature of facilities afforded, and what has been done in consequence. A great desire on the part of many people to see them; a liberal reduction would largely increase passenger traffic. Would encourage holding them in towns where they have not been already held. Afraid to hold them in some towns, not knowing what the railway arrangements will be. Reasons why they should be held. General complaint of the arrangements made in Dublin. Greater facilities for sending goods from Liverpool to certain country towns in Ireland than from Dublin, and at lower rates. Gives an illustration, showing the facilities given by the North-western Company to go direct to England, and the impediments, on the other hand, which are thrown in the way of travelling from Dublin to the northern districts, and the heavy cost of the journey; discussion thereupon; 6517-6529. Facilities afforded to travellers from north-west parts of Ireland to Dublin are very bad. Explains how it is that a person cannot go from Omagh to Dublin, and spend a day there, without being absent three days. Was told by a director of Irish North-western line that if there were greater facilities between these two places there would be six times the passenger traffic. General impression that Irish North-western directors are attending more to financial questions than to development of traffic. Gives a curious illustration of the want of facilities for travelling on the railway, and states that since it was opened the accommodation afforded is much less than it was before; 6530-6544. Mentions the high rate charged for bringing potatoes from Omagh to Dublin; 6545, 6546. Coal and turf both used in Omagh. Rates for coal satisfactory. Reasons why he does not think that if coal could be brought into the interior of Ireland at very low rates it would supersede use of turf. There is not sufficient supervision over railways; instances the accident to the late Mr. Senior, and suggests a remedy to prevent similar ones occurring upon that line. Lord Campbell's Act is to a certain extent a sufficient safeguard or inducement to directors to take great care for the protection of life. Board of Trade or some Government authority should have a general power to compel railway companies to make alterations in their works for the safety of the public; at present time financial difficulties stand very much in way of what companies see ought to be done. A friend, in order to be in time to catch Cavan train, induced engine driver to put on extra steam. Reads a letter extracted from a newspaper, showing the inconvenience to which a passenger was put in consequence of Irish North-western Company having altered their times without giving sufficient notice; 6547-6558.

MALCOLMSON, WILLIAM, ESQ. (*Analysis of his Evidence.*)

Is chairman of several Irish railways, and director of four others; 3363-3366. Attention called particularly within last five years to Irish railways; present state not satisfactory to shareholders, but conceives public are fully inconvenienced; 3367, 3368, 3399. Suggests that Government should advance money at a low interest to those companies who can show an income beyond working expenses of the line; full discussion of this scheme, as to saving effected, interest to be paid, and whether the public would receive any benefit from such arrangement; 3369-3393, 3598-3606, 3610-3622. Railway companies would reduce charge if Government would make the advance; reduction would not be considerable; 3393-3395, 3421, 3422. Witness is connected with some railways which pay no dividend; Waterford and Limerick last paid 1 per cent.; fares on the line; 3396-3398. Public difficult to satisfy in matter of railway accommodation; 3400. Complaints made of want of facilities of going to and returning from one point in a day; thinks with third-class passengers it neither suits their convenience or wants; on short

MALCOLMSON, WILLIAM, Esq.—*cont.*

lines they can do so. Market tickets are issued at one-third fare; succeed well, but have not materially increased the receipts. Experiments made by issuing third-class return tickets, but abandoned as not being remunerative; 3401-3418, 3485-3490. Irish farmers do not use trains going less than from eight to ten miles from town; 3419, 3420, 3556-3559. All railways with which witness is connected have had loans from Exchequer Loan Commissioners; terms for which money lent, interest paid, and course pursued when instalments have to be paid; 3423-3437. There is a through booking system over Limerick and Waterford Railway with reference to England; 3438. Witness is connected with steamboats; to his interest to have a reduction of fares; 3439, 3440. Several new lines of railway in progress; reasons for constructing new lines when old ones seem unremunerative, that cattle and agricultural produce increase in value at least 5 per cent. by facilities which railways afford, &c. Landholders and others further benefited by a reduction of the rates; 3442-3448, 3494, 3495. If Government purchased railways, landholders, &c. would be willing to share loss consequent upon reduction of rates; 3449-3452. States that Mr. Ryan is partly incorrect in stating that by allowing a person with butter to travel free the traffic is driven into Waterford to the injury of Limerick; the arrangement was made in order to induce the farmer to sell his butter himself, thus doing away with intermediate party; was disappointed in the result as to number who availed themselves of it; 3453-3456. Very little local traffic between Limerick and Waterford; the great bulk of the Limerick goods traffic goes under what is called the through-rate system, either by Waterford or Dublin. Advantage lately in favour of Tipperary, as between Tipperary and Waterford difference is principally caused by terminal expenses; gives an example; 3457, 3458. Tipperary is competed with by several water routes to Waterford and to Dublin; there is also competition; 3459, 3460. Changes in the rates are left pretty much in hands of traffic managers; 3461, 3462. Cannot explain how impression has got abroad that rates are influenced to disadvantage of Limerick; 3463, 3525-3527. Has through booking rates with the London and North-western and South Wales railways; 3464-3467. Through-tickets are issued to Milford, or to London via Milford; 3468, 3469. Cattle traffic has been the best source of income; trade decreasing from scarcity of cattle. Present rates do not affect transmission, as railways carry nearly all the traffic; 3470-3474. There are slaughter-houses for pigs, but not for oxen, at Waterford; for last two years, dead meat, &c. has been carried to Milford for London; this traffic not so great as from Aberdeen, as butchers will not try it; 3475-3480. Has heard that animals are much bruised on the journey to London; not many fat cattle; principally store cattle which come through Waterford to be fattened in England; cattle less injured by steamer than by railway; 3475-3484. Names extensions applied for this session, and states number of miles; more than in any previous session; 3491-3493. New lines promoted generally by landed gentry, who, to a certain extent, find the capital; states course pursued by the contractors to raise money; discussion as to the issue of "Lloyd's bonds;" 3495-3506. The reason coal is carried from Waterford to Tipperary more cheaply than from Limerick to Tipperary, is, that the mileage is longer to Waterford, and though there may be a difference in favour of port of Waterford, it is done more to secure the traffic; 3507-3509. Through rates from Limerick and Tipperary do not give a preference to Waterford. How rate divided between ship-owner and railway company; 3510-3523. Difficult to say what the fixed terminals are at Waterford; 3524. Thinks no hardship arises from the fact that it takes a third-class passenger four days to get from Ennis to Dublin and back; 3528-3530. Delay at Limerick junction caused by Post-office interference; no perceptible difference in the traffic in consequence; 3531-3536. Considerable decrease in the receipts of Waterford and Limerick Railway Company in year 1863; rates were lower at Foynes end of line, but raised to equalize over whole system; result satisfactory to company; Limerick and Foynes does not pay a dividend; decrease attributable to trade falling off; 3537-3546. Increase in Waterford and Kilkenny line from having inconvenienced the public by arranging trains; hands in statement showing per-centage of third-class passengers on six lines; discussion thereupon; 3548-3554. Majority of shareholders in Waterford and Limerick line are Irish; in Waterford and Kilkenny, English; 3555. Proposals made to send timber, if the rates were low, to a shipping

MALCOLMSON, WILLIAM, Esq.—*cont.*

port. Has universal traffic from Birdhill on Castleconnel line; 3560, 3561. Bianconi's cars do not run in competition with witness's lines in same district; there are some in neighbourhood of Bruff. Believes that the railway carries all minerals produced in that district; more proposals made to company to bring back coal for smelting purposes than to carry increased quantities of minerals; the trucks now bring back Indian corn and breadstuffs; 3562-3568, 3609. Quantity of coal, though considerable, not increasing, as there are very few manufacturing in district; some small ones are being set up. Water-power conveniences for manufactures witness is engaged in, are quite as important as railways, and cannot be competed with. Uses both water and steam power; 3569-3573. Clonmel is the most inland town, in which witness has established flax manufactories; 3574, 3575. Decrease in coal traffic on Waterford and Limerick line in 1863 as compared with 1861; receipts show that railway benefited by the traffic; 3576-3578. Opinion of board that reduction of rates would not be followed by such an increase of traffic as would make up loss; 3579-3585. Application only made from Glasgow for special rates for sugar; 3586, 3587. Two years ago the cattle traffic was increasing; a general falling off since. The rates were advanced three years ago 10 per cent. on the Waterford and Limerick and Great Southern and Western lines; 3588-3592. Local rates sufficiently low to ensure bulk of traffic; 3593, 3594. By amalgamating the small lines some expense of management would be saved; shareholders averse to amalgamation. Have been negotiations for amalgamating Waterford and Limerick with Great Southern and Western; 3595-3597. Government advanced a large sum of money to complete Dublin and Galway railway. Does not know what dividend is paid by Dublin and Kingston railway; 3607, 3608. Would be glad to sell railways at 50 per cent. of original cost; thinks Great Southern and Western would not; 3623, 3624. Could carry more passengers without additional expense; thinks working expenses of goods traffic do not increase beyond a certain proportion. Goods trains are not heavy in consequence of indifferent gradients and curves; they are more gather-up trains, conveniencing stations along the line; 3625-3631. Does not think with present gradients that coal could be carried for $\frac{3}{4}$ d. per ton; is connected with a German company which carries at $\frac{3}{4}$ d. per ton, the gradients being good. Gradients on Limerick and Waterford line; 3632-3636. On English lines coal rate not more than $\frac{3}{4}$ d., companies finding the waggons; they are not found on the continent; on Cologne and Minden line, coals are carried into Holland at $\frac{3}{4}$ d. per ton at a profit; in Ireland the rate is more than 1d.; from Waterford to Clonmel exactly 1d., there being river competition; 3636-3645. No special rate to individuals; 3646, 3647.

MALLET, MR. ROBERT. (*Analysis of his Evidence.*)

Is a member of the Institute of Civil Engineers, London, and Fellow of several scientific societies; also Vice-President of the Institute of Civil Engineers of Ireland; 2134-2136. Has been long resident in Ireland, and from 1836 to 1856 concerned in all the large railway and other works, and is well acquainted with the industrial elements of Ireland generally; 2137-2139. Thinks railways are of more importance to Ireland than to any other part of British dominions; reasons; 2140. If coal could be obtained for 17s. per ton, it would be more economical than peat; 2141-2143. Peat is scarcely available for locomotive engines; states the best way of obtaining it; 2144, 2145. Limit of water power of Ireland; relative cost of water and steam power. Is very important to get coal into Ireland at a much cheaper rate; by establishing steam colliers, and low fares on railways, coal could be supplied at depôts along the stations for 10s. or 12s. per ton. The price at the quay at Dublin varies from 14s. or 15s. up to 22s. It can be delivered at one railway communicating with another at the port, but then cost of taking it along the railway must be added. Dissents from opinions of three eminent engineers that coal could not be carried profitably upon Irish railways at $\frac{3}{4}$ d. per mile with back freights, and $\frac{3}{4}$ d. if they came back empty, provided the run was 100 miles or more. Coals are carried in England at 1d. per ton, and pay a profit of 200 or 300 per cent.; the present price into the interior exceeds what it ought to be; 2146-2160, 2172-2177, 2181-2183. A large proportion of the cost of coal in Dublin is occasioned by want of steam colliers and mechanical coal-whipping; 2162-2164. Thinks that by proper arrangement, back carriage could be obtained for the coal trucks; discussion thereupon; 2165-2171. Will supply figures showing working cost of railways per ton per mile; 2278-2280.

MALLET, MR. ROBERT—*cont.*

Goods waggons carry from 5 to 10 tons, they should be quite as large or larger than those on the Great Northern; 2284, 2285. Describes particularly the class of manufacturing industry to which coal is chiefly applied; 2286–2291. Enumerates certain materials existing in Ireland, which might be obtained as back freight, if coal could be carried at $\frac{1}{4}$ d. per mile. Cause of failure of attempt to smelt iron with turf; 2191–2215. Trusts that the Irish Railway Act requiring all tramways to be of same gauge will be repealed. A permissive power to construct railways on a gauge not exceeding 3 feet would be of importance in many of the poor districts. For quarry purposes a gauge of not more than two feet would be desirable; 2216–2218, 2225. Would make railways in connexion with existing railways through a poor district as feeders; 2219. Having a narrower gauge for branch lines would involve a break of gauge, but that should not prevent its adoption in certain remote districts; 2221–2224. Discussion of the narrow gauge, and cost of transshipping minerals and coals from these to the ordinary gauge; 2225–2236. Additional lines are required in Ireland upon the broad gauge; reasons; 2237. Cattle trade of Ireland with reference to the improved means of transport; sufferings of the animals upon railway and in the boats, and proposed remedy; 2238–2241. Witness cannot say whether cattle fares are too high, but is clear that all the passenger and mineral rates should be considerably reduced; 2242, 2243. As to connexion between dairy farms in Ireland and the railway system; description of a patent for concentrating milk in order that it may be sent long distances by railway. Discussion whether a traffic trade in milk could be profitably established in Ireland; 2244–2249. Thinks Legislature should compel railway companies to try the experiment of reducing the tolls, as they are not likely to do so themselves; states how control should be exercised, and that guarantee should be given to make up temporary loss. Discussion of this scheme; 2250–2281, 2283–2290, 2295, 2296. First and second class fares should be reduced at least one third; they would then be on a level with fares in Prussia, Germany, and France; 2282. Diminution of the feeling (prevalent some years ago) that the absence of effective industry in Ireland results from the habit of the people relying upon the State; 2291–2294. Possibly if all the railways were amalgamated into one system, or into two or three large groups, capitalists might be found willing to lease the lines for a term of years, trusting to make them profitable by better management and an increased traffic from reduction of fares; 2297, 2301–2304. Witness thinks it very likely that if Government became proprietors of all the Irish railways, they could get a great company to work and manage the lines upon certain conditions; 2298. A great portion of the capital employed in making Irish railways is raised upon debentures, and it would be of great advantage to have the Government responsible for the interest of the difference between a high and low rate; 2299, 2300. A reduction of fares and uniform rates for goods and passengers would prove advantageous; 2305–2307.

MELDON, JAMES DILLON, Esq. (*Analysis of his Evidence.*)

Is a solicitor in Dublin and a large landowner in Galway; 6732–6734. Is in favour of Government taking all the railways and working them by a board of commissioners. Has prepared a statement showing number of lines, their average length, and number of separate boards of directors, solicitors, engineers, and secretaries. Remuneration paid to directors. A board sitting in Dublin, consisting of three intelligent business-like men, would be able to manage the railways; vast saving of expense would be effected by amalgamation and by traffic being fairly developed. Inconvenience that arises from want of unity of action between companies; 6735, 6736, 6747–6751. If fares were reduced one half, witness would be able to send about 3,000 tons each year of agricultural produce to Dublin, and example would soon be followed by the farmers. Trucks could take back manure. Uses a good deal of hay in Dublin, cannot have it from Galway owing to high rates. Could also send large quantities of turnips and mangold if rates were about 5s. or 6s. a ton. Same charge made by railway whether manure worth 3s. 6d. per ton, or guano worth 12l. per ton. Not one-twentieth part of the cattle at Ballinasloe fair are brought by railway, in consequence of high rates and insufficiency of rolling stock. If railways were amalgamated, rolling stock could be borrowed from another line in times of pressure. Companies do not now borrow from each other. If rates were reduced one half, would carry all the cattle of the country. Lean cattle sent to Ballinasloe fair are

MELDON, JAMES DILLON, Esq.—*cont.*

afterwards taken to Leinster and England to be fattened. Preferable to send them by railway even for a distance of 25 miles; 6737–6746. Reasons why it is hopeless to expect companies will amalgamate of themselves. Serious inconvenience for want of amalgamation of line between Dublin and Belfast. Relates an incident that occurred upon that railway three years ago. Same interest would not be opposed to proposition for selling railways to Government; matters would be in the hands of the proprietors; 6747–6755. Large companies whose preference and ordinary stock yield no return would be willing to sell at prices which fairly represent its depreciative value. How this could be done without cost to the Government. Would pay them a shade more than the market value; 6756, 6757. Discussion as to whether companies would hold back with hope of getting more if purchasing the railways were a matter of bargain between Government and individuals, and not compulsory. Might be necessary to pass an Act providing that majority of shareholders at a public meeting should bind the minority. How Government should arrive at value of shares; should be liberal. Having regard to enormous saving effected in management, thinks Chancellor of Exchequer would have a very large surplus at end of year, even out of present receipts, but under new management expects receipts would double; 6758–6766, 6784. Would require special legislation to meet case of those companies who refuse to come into Government proposal, and throw impediments in the way of traffic; 6767–6770. Power of accepting Government proposal rests with ordinary shareholders, but in some cases the consent of preference shareholders must be obtained; 6771–6781. If Irish railways in hands of one company, there would be some little difficulty as to extensions; how difficulty might be got over; 6782, 6783. How value should be determined in the case of lines paying no dividends; many would pay as soon as Government took them. Thinks Government would act fairly and liberally with the shareholders. Terms upon which they would be willing to sell. Present earning eaten away by salaries; 6789–6791. Shareholders have not the power to force directors to amalgamate; might turn them out and elect others; have never stopped their money; doing so would soon cause them to retire. Shareholders hold their half-yearly meetings, but directors always manage to secure sufficient proxies to control meeting; 6792–6798. A great deal of Great Southern and Western and of the Midland capital is held by English capitalists who will not invest in small lines; 6799, 6800. Does not know salaries of the 100 engineers employed on various lines in Ireland. A return of all paid officers could be easily obtained; 6801.

MULVANEY, WILLIAM THOMAS, Esq. (*Analysis of his Evidence.*)

Was for a considerable time a Commissioner of Public Works in Ireland. Since 1855 has resided at Dusseldorf, in Prussia, being part owner and sole manager of two collieries in Westphalia; 1047–1052. His attention has been called to the railway systems in Ireland and Germany; 1053–1056. In consequence of high rates coal could only be sent by railway about 50 miles, but a reduction took place, and it now goes about 500. States the difficulties that had to be overcome before reduction took place, which was finally effected by 32 collieries guaranteeing to deliver 25,000 tons in a year at Magdeburg at a proposed rate, subject to a penalty equal to the original freight in case of failure; 1056–1060, 1062–1065, 1082, 1083, 1237–1239. Witness sent as an experiment 10 tons of coal to Magdeburg (54 German miles), and had to pay for freight 2l. more than the coals realized, although they were equal to and purchased at the same price as English coal; 1061, 1073–1079. In consequence of State jealousies, the rates are not the same on all the railways. Reduced rate rather less than English rate, but in some cases there is a terminal charge of 3s. a waggon of 5 tons at each end of the system; 1066–1069. The result of the arrangement has been very satisfactory to the railway companies. The Dutch-Rhenish line, from having no trade in coal, had, last year, 147,000 tons from Germany alone; 1070, 1071. English coal goes chiefly by canal to Berlin; 1080, 1081. In Prussia a number of the railways belong to the State; 1084, 1085. The German unions of railways, consisting of various boards, fix all rates for the through traffic; 1086–1090. The system of carrying coal at the low rate is spreading. Statement as to the collieries in Westphalia; 1091–1097. Income much increased in consequence of the reduction. Reads from a report of the Cologne and Minden Railway, showing that every reduction in the rates, whether

MULVANEY, WILLIAM THOMAS, Esq.—*cont.*

in passenger or goods' traffic, has increased the dividend. Gives some particulars as to their earnings, mileage, and capital; 1098-1115, 1161-1164. Passenger fares lower in Germany than in Ireland. Gives average charges. A slight reduction has been made, but not to the same extent as for coal. A considerable reduction has been made in the rates for iron ores, &c., and matters essential for reduction of iron; 1116-1120. In Germany there are very few return and no season tickets issued. On the Rhenish Railway there have been reduced charges for excursion trains; 1121-1130. The German union do not permit special rates to individuals; the tariff is published. Thinks there should be variable rates; gives reasons. The Government approve the rates only upon those lines in which they have an interest; 1131-1138, 1165-1169. Coal could not have been sent to Bremen and Hamburg unless terminal charge had been reduced. There is an agitation for a like reduction in the intermediate towns; 1139, 1140. Companies find it to their interest to make sidings for the unloading of coals, otherwise they would not get the trade; 1141, 1142. The same rate should be charged by two different companies carrying the same distance, although one may have been put to a great expense in providing sidings; this question discussed; 1143-1147. There is very little difference in speed between the German and Irish trains; 1148-1150. In Prussia competition was prohibited, but the Government are now changing the law, and promoting railways and canals in order to produce competition; 1151-1154. Cost of obtaining a railway bill much less in Germany than in England; 1155. The construction of a railway in Prussia rests with the Minister of Commerce and Public Works; 1156, 1157. The monopoly guaranteed to certain railway companies, limited generally to 50 years, with the power of increasing it upon application of the whole company and with the sanction of the State. In the case of the Cologne and Minden Railway, concessions were made upon the understanding that after a certain period the Government should have power to take possession; 1158-1160. In Hanover, Brunswick, and Bavaria the rates are fixed more with reference to the interests of the public than the railway companies. It was represented that a reduction of the rates was essential in order to raise the interest of the trade of the country, and that such reduction would be profitable to the companies. The Government would not have sanctioned the reduction if it had not been for their benefit; 1171-1174. The management of railways an exceedingly difficult question. Competition is essential to success in almost all great commercial matters, but thinks it is not the province of Government to manage railways. Putting Irish railways under one management would lead to a monopoly. Complains that the railways are not joined together; none of those which come into Dublin go down to the harbour, owing to the want of meeting trains coming from Cork to Belfast; goods passing through the centre of Ireland take nearly a week, whereas if a suitable connexion were made they might go through in 10 hours; 1175. There is a great deal of traffic which might be developed in Ireland if rates were lower. Traffic small in comparison with what it might be; 1175-1182. Railway companies have nothing to fear from competition by sea. The rate for coal upon Irish railways is about $\frac{1}{2}$ d. per ton per mile; 1183-1186. If fares were reduced one-third, there would be a temporary loss, but the ultimate success would be certain; discusses this question; 1226-1235, 1240-1250. The district with which witness is connected is a vast coal field, and has enormous capabilities of production undeveloped. If rates were reduced, increase of traffic would not be so great in Ireland as in Westphalia, but the introduction of coal into Ireland, coupled with high rates, would greatly improve the country; gives reasons. A reduction of rates for travelling and carriage of agricultural produce would be beneficial; 1190-1194. Potatoes, corn, and agricultural produce are sent by railway from the agricultural provinces of Prussia into manufacturing districts of Westphalia and the Rhine at very low rates; 1195-1197. In Ireland there are ores rich enough to pay for working if coal were near. In Galway there is coal, but not so free as in Prussia, as there is always some difficulty as to title; 1198-1200. Railway companies have not run a branch into the Kilkenny and Tipperary districts. It may not pay to make branch railways to develop the Irish coal trade, but witness believes a reduction of the rate would very much increase the English coal trade; 1201-1205. Coal can be raised in Prussia better than in Belgium; 1206. At Cork the consumption of coal is increasing; it is cheaper in the eastern parts of Ireland than in Dublin; 1208-1212. Cannot explain why there are no facilities for unloading coal in many of the Irish ports; only partially afforded

MULVANEY, WILLIAM THOMAS, Esq.—*cont.*

in London; 1213, 1214. There is a great want of enterprise in Ireland; 1215. Does not know the price of coal at the stations, but at Kildare, by canal, it is 14s. or 15s. per ton; 1216-1218. Freight on railways ought not to vary according to the time of year, but fixed rates are inconsistent. Would fix a much lower maximum (which should not be reduced in all cases) than at present, and allow the greatest possible liberty to go below that maximum. Thinks that railways are intended not only to carry existing traffic, but to seek out and create new; 1219-1223. The profits of Irish railways have very much decreased. Considers that directors are in error in assuming that railways are constructed for passenger instead of for goods traffic; 1223-1225. The reduction in Germany is chiefly in the case of new traffic; 1236. There are special rates for Government purposes, and for their own service, but for the public everything is fixed and published. Is aware that in England and Ireland special bargains are made with individuals for the carriage of goods. Mentions an instance where the practice of having various rates has been attended with great advantage; 1251-1260. When the coal traffic was established between the collieries and Magdeburg, an arrangement was made between the producer, the carrier, and the seller. There is a special rate for coal, but not for other produce; 1261-1265. In parts of Ireland there is a large demand for coal, but not in the interior; 1266-1270. Scarcely any back carriage in the trucks which convey coal on the German lines; 1272. The railways do not amalgamate, they only unite for the purposes of through traffic; the principle being uniform rates and tolls only for the through traffic; 1272-1275. Passenger trains are frequent in the district with which witness is best acquainted; 1276. There is a feeling springing up in favour of a system of competition; 1277. The State has several lines, of which a report is published yearly, showing their cost, &c.; 1278, 1279. Coal could be carried to Paris, the distance being about the same as to Berlin, but English coal could not be laid down there as cheaply as witness could lay it down; 1283.

Further examination.

Wishes to show the impossibility of developing any system without a connexion with the various systems of railways that exist in Dublin; without that no system like that of the German unions can be effected. Sidings and branches to places that would afford trade should be made by companies without incurring the enormous expense of separate Acts of Parliament. In the German union, the waggon work is provided by the various companies, who furnish their quota for the purpose of through traffic, and arrange a tariff for the transport of goods, and fix rate for waggons passing over the lines of another party. Had difficulty in inducing the union to adopt a per-centage deduction from the rates for full trains running through from fixed station to fixed station. This system might be adopted to great advantage in Ireland. The organization of goods trains at fixed times has been found beneficial in Germany. The Irish fares are too high, and as a natural result the dividends are diminishing. New markets might be developed by low variable tariffs. Fixed rates, however low, may nevertheless bear a certain new traffic. German passenger rates should be adopted as a maximum in Ireland. Introduction of English coal into interior of Ireland would lead to development of the coal districts which exist there. States how present changes might be effected; 1847, 1848. Plan which exists in Germany for decreasing expense of making sidings and branches; 1849-1860. Level crossings (very prevalent in Germany) where the traffic is increasing, injurious; 1861, 1862. Circumstances connected with development of coal traffic not exceptional in Germany in consequence of the coldness of the country and the expense of fuel; the private consumption is a small matter. Before construction of railways wood was used for manufacturing and domestic purposes, although within a few miles of the coal pits. Increase of consumption of coal did not take place until the rates were reduced; 1863-1866. Discussion as to whether plan of raising money on terminable annuities would increase charges upon railways; 1867-1875.

MURLAND, J. W., Esq. (*Analysis of his Evidence.*)

Irish Great Southern and Western Railway permit persons to take their goods to and from the railway, thus saving the charge for collection and delivery. In calculating rates terminals are taken into account; 4568-4672. Concurs with Mr. Haughton in matters of fact, but not in opinion; does not take so gloomy a view of the prospects of traffic increasing in Ireland, though

MURLAND, J. W., Esq.—*cont.*

thinks it not so capable of development as the traffic of this country. If rates were reduced, traffic in cattle and in third-class passengers would increase; but there would be temporary loss to the railway companies. Would not advise a reduction; 4736–4738. Coal traffic will steadily increase. If rates were reduced 50 per cent., consumption would not materially increase. Conditions under which cattle traffic is conducted render it expensive to work; question discussed; 4740–4759. Reduction of rates would give rise to some traffic not now anticipated; that in grain would probably increase. Cultivation of flax would not be materially affected by a reduction; reasons; 4760, 4761. Has been nearly 17 years chairman of Dublin and Drogheda Railway Company, and for some years a director of the Irish North-western, which extends from Dundalk to Londonderry. Not so well acquainted with lines in that part of the country as with the Dublin and Drogheda and Great Southern and Western. In some respects there is much denser population on a portion of the Dublin and Drogheda line than there is on the Great Southern and Western. Has more third-class traffic (chiefly for short distances to the markets) in proportion. Interest to give third-class return tickets on that line. Proportion of return tickets to single tickets for short distances is as three to one; 4761–4767. No important towns between Dublin and Drogheda. Line extends to Oldcastle. Books through, with the northern lines, at same scale of fares. Belfast Junction Company issues third-class return tickets, but Ulster Company does not. Complaints in Belfast of communications being in the hands of three different companies. No discord between them; 4768–4775. Accommodation between Dublin and Belfast; speed of trains; class of passengers and fares. Great traffic between the two towns. Same carriages and waggons run through, but not same engines; 4776–4782. District between Drogheda and Oldcastle richer than average of district traversed by Great Southern and Western; is not the most productive in way of traffic; 4783, 4785. Does not carry near so much cattle as Great Southern and Western in proportion to receipts; 4784. Paid five per cent. dividend until competing railway opened between Dublin and Navan; that line has never paid a dividend. Effect competing line had upon traffic; decrease in 1861 attributable to bad harvests; is slightly recovering; 4786–4792. 4837–4840. Cattle traffic stimulated for a short time by bad harvest; 4793, 4794. Manufactories, such as those at Drogheda and Balbriggan add to traffic; 4795–4797. Has some coal traffic between Dublin and Clones and Oldcastle; 4798. Consumption has increased, and will continue to do so. Classes who consume coal; 4799–4805. Coals can be brought to Drogheda; there is a good fleet of steamers and small sailing vessels trading to it. Railway comes near the water. Mileage rates for coal and price at Drogheda and Dublin; 4806–4813. Traffic in district round Belfast much larger than in agricultural districts, but railway not more prosperous than those in south of Ireland. Quotes dividends paid by certain lines. Were not very expensive lines; 4814–4825. Traffic within a certain radius of Belfast is large. The Irish North-western paid no dividend; it now pays the interest on its bonds. Traffic fell off in 1862 and 1863; is slightly mending; railway made with economy; 4826–4834. Trade to Belfast has much increased, but traffic has not increased in proportion. Mentions change that has taken place in the linen trade. Carries a great quantity of flax. Reason why it is principally grown in Ulster; 4835, 4836. 4851–4873. Would make a through rate through any town between Dublin and Belfast for this traffic if it were demanded; discussion thereupon. Compared with present population traffic in Ireland has increased. Does not think railways have suffered from emigration; 4841–4845. New lines are being constructed in the North, although present lines are to a great extent unprofitable. Thinks the extension of unremunerative lines a matter of speculation; 4846–4850. It would be an advantage if three or four of the northern lines were amalgamated. Difficulty in the way of the Irish North-western amalgamating. Tried to bring about an amalgamation between witness's company, the Belfast Junction, and the Ulster, but failed. Reason of failure. Would not be a necessary part of amalgamated company to embrace the Coleraine line, it being to a certain extent independent, but the other four should be if the convenience of the public is to be consulted. There are eight lines between Armagh, Londonderry, and Belfast. A solicitor tried forcibly to amalgamate the Dublin and Drogheda and Belfast Junction, but shareholders almost unanimously rejected the proposition; 4874–4890. Lines paying no dividend will not be worked so well as paying lines. Wants of the

MURLAND, J. W., Esq.—*cont.*

public not so well supplied now; 4891, 4892. Shareholders would not submit to a loss unless they were sure of an ultimate gain; 4893–4895. No objection to transfer of return tickets; 4896, 4897. Thinks a gradual reduction in all classes of passenger traffic (particularly third class) and in goods would probably recover themselves in a few years; 4896–4900. Third-class fares should be reduced to $\frac{1}{2}d.$ per mile, but would begin at $\frac{3}{4}d.$, and wait and see effect on each class of traffic. There would be no disadvantage in decreasing rates gradually; 4901–4904. Has not known third-class fares raised, but sometimes lowered. Third-class receipts of Dublin and Drogheda Company bear an excessively small proportion to total receipts; this is rather in favour of reduction; 4905–4908. If amalgamated, an increase of traffic in populous parts would be a set-off against loss in sparsely populated parts. Experiments of amalgamating might be successful, but difficult on individual lines. A proportionate reduction should be made in first and second-class fares when third-class lowered; 4909–4913. All the Irish railways might be managed by a single company, and considerable improvements leading to increased development of traffic introduced. Saving in management would not be so great as expected; 4914–4919. Thinks there are no mines worked in the north of Ireland in district with which witness is connected as a director. There are some collieries near Dungannon accommodated by canal; 4920, 4921. A great many manufactories have been built in Belfast, and some large mills near there. Does not know of any manufactories having been established in consequence of the construction of railways in Ireland. The population of Portadown has increased from 1,000 to 10,000 since Ulster railway made; 4923–4928. Many of the railways have been made at an unnecessary cost, but too little of the money has been spent upon the road, consequently they are badly made, and the sleepers defective; instances the Cork and Youghal line; 4929–4936. Dublin and Drogheda line has no through-booking with Armagh and Newry line, except through the medium of other companies. Could not give tickets through from Dublin to Armagh by Newry and Armagh line; 4937–4939. No line in Ireland in as good condition as London and North-western line. A few of them are very good; 4940–4942. Return tickets on Sundays at single fares for all classes of passengers are issued on Dublin and Drogheda line; adds much to the traffic in summer time; same trains run in winter. States for how long return tickets are available for certain distances. Third-class will only avail themselves of excursion trains at holiday times; trains are then crowded, and financially satisfactory; 4943–4951. Would like to see experiment of reducing rates and fares tried, but not at expense of shareholders. If Government would purchase railways, shareholders would be willing to take a smaller dividend, and in this way they might have some margin which could be applied to reduction of fares; 4952. Lines, although not in first-rate repair, would bear a much larger traffic. State of repair an important question if Government were to purchase them up; 4953–4956. Shareholders of non-paying dividend lines would not be disposed to make the Government a present of their capital, many would sell at very moderate terms. There are some speculative people who would buy the shares of some lines at low prices, but with regard to others, purchasers could not be found. Line from Bagnalstown to Wexford does not pay working expenses. Interest paid by Dublin and Drogheda and Great Southern and Western Companies. Any line in good credit can get its debentures out at $4\frac{1}{2}$ per cent.; 4957–4962. Preference capital of the Dublin and Drogheda; 4963.

PARKER, MR. ALEXANDER. (*Analysis of his Evidence.*)

Is a merchant in Dublin; 6864. Railways of Ireland are in a very unsatisfactory position as regards the shareholders; have been for the most part very unprofitable speculations; directors unable to venture upon any experiment, such as a bold reduction of the fares and charges; might be attempted by Government without much peril to the Exchequer. This would induce great masses of the people to travel, especially the labouring classes. All Irish railways give too little encouragement to third-class passengers. Return tickets are granted to first and second class but denied to third-class passengers. How Lord Dunsandle, when chairman of Midland railway, by putting on fourth-class waggons induced harvest men to make use of railway, and although population much thinned by emigration, receipts from this source have increased. Facilities presented by extremely low

PARKER, MR. ALEXANDER—*cont.*

fares induced people to emigrate. A trifling reduction would not be of much use, but a large and telling reduction would bring out such numbers as travellers that in two years there would be no diminution in the revenue. Does not lay much stress upon a large reduction in price charged for merchandise, as he does not think that it would largely increase traffic. Would join in pleading for Government interference in order materially to reduce present passenger fares, and considerably reduce charges for merchandise; would be extremely popular and a political, social, and great commercial advantage. Is of opinion that it would be a benefit to the country if Government would buy up railways. Directors would make reductions if prepared to run a risk for 12 months. Suggests that Government might guarantee railway companies against any loss below that which they may at present be incurring; 6865-6872. 6878. Is certain that if fares were lower persons who now carry on their business by correspondence would do so personally; 6873, 6874. At meetings of Irish railway companies very little union amongst shareholders, and very little cordiality between them and the directors; are generally an occasion for clamour for reduction of freight or passenger fares, but suggestion generally comes with a local bearing; 6875-6877. Present through-rate system operates to disadvantage of local merchant. States that goods can be sent cheaper from Liverpool to Cork, or from Liverpool to Limerick or Athlone, or to any of the inland towns more than 100 miles distant, than from Dublin. Difference paid to London by a Belfast and a Dublin merchant. Discussion thereupon. Generally speaking, English railway companies and Irish steamboat and railway companies are parties to through rates; 6878-6889. 6894-6899. Reduced rate would materially affect consumption of coal. Turf never very cheap and always an uncertain fuel. A dearth of good turf is nearly as bad as a dearth of potatoes. Railways carry coal at a very reasonable rate as compared with other merchandise, but high as compared with England. Was not aware that London and North-western carried coal for $\frac{3}{4}$ d. per ton per mile; 6890-6893. The Commission will be furnished with statements of some of principal rates charged; 6900.

PERRY, MR. HENRY ROBERT. (*Analysis of his Evidence.*)

Is a grain merchant in Dublin; 6817. Has given railway system of Ireland, in connexion with corn and flour trade, his especial consideration. Has always found companies disposed to extract extreme rate of remuneration for services performed, and was only by having Grand Canal that they have been kept from advancing rates still further. In 1860 Great Southern and Western and Midland Great Western promoted a Bill to buy up this canal, but failed; is now worked by original owners with great advantage to the district. Result of an agreement, confirmed by award, between these two companies entered into some years since, by which rates and fares fixed and healthy competition precluded, prejudicial to development of natural traffic and trade of the country, and calculated to retard materially commercial enterprise. How award arose, and matters which arbitrators were called upon to settle; reads the award, the result of which is that each company agreed not to compete with each other, but divide traffic in certain proportions, the object being to do away with canal opposition; no branch lines were to be promoted in a district which each considered as its own; 6818-6827. Rates for freight unequal, and considerably higher than the trade can afford; a moderate reduction would speedily induce an increased traffic over lines of greater part of Ireland; instances the low rates ($\frac{3}{4}$ d. per mile) in operation in Westphalia, which, so far from being unremunerative, have developed a considerable source of national wealth, and largely increased profits of railways. Rates for passengers and facilities afforded are not such as to induce travelling to an extent remunerative to the companies, the poorer classes for this reason rarely use railway to attend market, fairs, &c. Midland Company have set a good example by issuing market tickets. Hardly any points to which a third-class passenger can go and return on same day; at some points he cannot make even direct distance in one day. Branch lines worked by small companies prove a serious obstruction to traffic. Great benefit would arise if railways of Ireland could be worked as one general comprehensive system, and rates and fares lowered to a point analogous to those on the continent. Is of opinion that to make railways fully remunerative, rates they receive must be fixed in proportion exactly to circumstances of the country in which they are situate; 6828, 6829. If rates were lower

PERRY, MR. HENRY ROBERT—*cont.*

trade in grain would increase. In witness's district rates have been advanced since canal competition. Result of canal reverting to original proprietors has been that they have made an arrangement by which they compete at certain rates without conflicting, and rates of railways have been increased 25 per cent. in every particular instance since that occurred; 6830-6833. High rates for grain do not prevent speculation. A reduction of one-third from present rate for grain would be fair, and that, after the lapse of two years, would pay company. Would not be such an increase in grain as in other articles if rates were lower. Reduction would make a difference of about 5d. on the quarter; is certain that this would lead to an increased growth; many mills idle by reason of rates of freight rendering them not able to be worked profitably. Mentions one at Athlone, and states in what way additional charge of 5d. per quarter prevents that mill from working. 5d. per quarter on oats would allow a profit to the grower. Has made out a table, which shows that charges generally are not equal on railways, governing point being contiguity of the seaboard; for instance, between Dublin and Cork rates are less than to many stations short of Cork, and from Dublin to Belfast (113 miles) the fare is 10s., and from Dublin to Banbridge (87 miles) 15s.; 6834-6859. On Great Southern and Western, fares have been increased for some of the shorter distances in considerably higher proportions. Passenger fares have also been advanced 10 per cent. during past 10 years on both the Midland and Great Southern and Western; 6860-6862. Many of the smaller companies are burdened with capital by reason of difficulties in construction, consequently a large portion of capital is lost, and original shareholders receive no dividend. Reason why Streamstown and Clara line is not used; 6863.

PIM, MR. JONATHAN. (*Analysis of his Evidence.*)

Is a merchant and manufacturer in Dublin; in some degree firm are general merchants, but chiefly Manchester warehousemen, and cotton and linen manufacturers; 7050, 7051. A large reduction in rates would be a great advantage to the country. Attaches more importance to reduction in passenger rates than in goods rates, the former is less expensive traffic. As upon reduction there would be a deficiency in the receipts for four or five years, would not be warranted as a director in risking property of shareholders. Reason why experiment should be tried in Ireland; if successful should be extended to England. English railway companies might adopt it themselves; 7052-7058. 7062. 7065, 7066. Thinks difficulty not insuperable of getting rid of paid directors, and uniting companies in two or three large companies; 7059-7061. Large reduction in rates for coal would not be so great a benefit as reduction in passenger fares, as that would enable lower classes to travel upon railways; 7063, 7064. Would reduce rates to about one third of present rates. It would rather take ten years than five to recover receipts. Would then be no necessity for return tickets and excursion trains. How want of concert between companies affects passengers and traders. All ordinary trains in United Kingdom should carry third-class passengers; 7067-7076. Is a director of Dublin and Kingstown railway; whole of working arrangements under control of Dublin and Wicklow; 7077, 7078. Has not thought much about railways being purchased by Government; all new Irish railways should be made at their expense under some general system. Reads passage from Quarterly Review for 1839, predicting present evils. Believes state of things existing in England is very much the effect of amalgamation of the great lines. Mentions railways out of Dublin, and difficulties that arise from want of concert. Has heard of some attempts being made to amalgamate; knows they failed. If there were two or three great companies, it would lessen present difficulties very much. Train from Belfast came into Dublin too late to catch train to Cork, so that passengers could not make the journey in the same day. Was a mere matter of accident, but where different interests, companies often pull very badly together; 7079-7086. Several railways which do not pay in themselves, but which greatly benefit country through which they run; if fares were lower would benefit country a great deal more. Why not worth the people's while to reduce rates. The floating debt would be a difficulty. Line from Athlone to Castlebar and Westport only partially completed; paid a dividend of $\frac{3}{4}$ per cent.; as a proprietor would advocate reduction. Many of the great companies could try it, but are not willing, believing it would not pay. As to loss that would be likely to arise if suggested rate were adopted; would be

PIM, MR. JONATHAN—*cont.*

a diminishing sum each year. Receipts of first two or three years would show probable result. If unsuccessful would have to be given up. Instances success of Post Office. Some of the London companies have been compelled by late Acts to carry working men at low fares at certain hours morning and evening. Parliamentary trains generally put on at inconvenient hours for fear it should be made use of by any except lowest class. If fares were reduced many would travel second class who now go third, and first who go second; 7087-7092. Does not complain of the terminal charges, but complains of through-rate arrangements. Certain kinds of competition which companies ought to be prohibited from entering into. Labouring classes would travel much more if fares were cheap; their so doing would be a great benefit to the country; 7093-7098, 7103. Cattle and horses are driven by the road in consequence of the high rates by railway; 7099-7102.

ROE, MR. PETER. (*Analysis of his Evidence.*)

Has been manager of Midland Great Western, and of the Derry and Coleraine Railway Companies; 5725-5728. Became lessee of latter railway under Loan Commissioners. Circumstances under which it fell into their hands. Time witness continued lessee, increase in receipts, rent paid, expense of maintaining permanent way, and by how much gross receipts exceeded working expenses; 5729-5737. 5768-5777. Lease was annual, but liable to be cancelled at a week's notice unless railway kept in good repair, and a portion of the rent paid every Monday. When line given up, rolling stock was valued at more than at commencement of lease; 5738. 5791-5797. Transferred interest in lease to Northern Counties Company; 5739. 5844. During lesseeship reduced passenger fares one-half, and there was a considerable increase in receipts. Made similar reduction for goods and coal, the latter increased from 1,500 to 5,000 tons in the year; 5740-5745. 5874. Population of Londonderry and Coleraine. Reduced rates on third-class, and on all classes of goods to Newtown Limavady (a good intermediate town), and receipts of that station doubled. The increase of third-class passengers was remarkable. Introduced upon Midland the experiment of carrying harvest men (fourth-class passengers); increase of this traffic, and by what trains carried; 5746-5753. While manager of Midland, directors lowered rates a little; the result was beneficial to traffic. Never tried market trains on the Midland; tried them in the north, and got a considerable increase; 5754-5756. Directors of Coleraine line last year (the lease having expired) raised rates upon passengers and goods (coal excepted); trains are now half empty. Local rates much higher than through rate. Gives an instance. Cannot account for their raising the rates. Line now worked by the Northern Counties Company, who have assimilated rates between Londonderry and Coleraine to those on their own line between Belfast and Coleraine; 5757-5765. 5835. New line opened, giving another route to Belfast, which has taken a little of the through traffic from between Liverpool and Belfast, and Glasgow and Londonderry. When rates were reduced on Coleraine line, there was no reduction made on line from Coleraine to Belfast; 5766, 5767. When first connected with Coleraine line, gross receipts were not equal to working expenses, plus the Government interest ($4\frac{1}{2}$ per cent. on 80,000*l.*); claim the Government had to the rental; thinks that after they had been paid there was sufficient to pay the bondholders. Bonds from being a drag in the market at 5*s.* in the pound, rose to 20*l.* No dividend to original shareholders; they never expect any; 5778-5784. Will supply reports giving statistics from year to year; 5785-5791. Directors of Irish railways not much disposed to lease lines; would be advantageous to shareholders. Can say from experience that three practical men would be able to give results from any of the Irish lines far beyond what they are now doing; 5798, 5799. Many of the Irish lines are not paying their expenses; 5800, 5801. If lines were amalgamated and placed under one general management, and then leased to a few intelligent energetic men, results would astonish shareholders; expenses would be greatly reduced. If witness was one of the lessees of all the lines, would propose reduction similar to that made between Londonderry and Coleraine. Reason why reduction should be made in Ireland; 5802-5804. Tried reduction for six months first upon one or two sections; result so satisfactory that he made it general. No additional expenditure incurred, consequently there was an increase of profit; 5405-5410. Similar reduction applied to whole system of Ireland would not be followed by any loss; 5811-5812. Manufactories in Lon-

ROE, MR. PETER—*cont.*

donderry and Coleraine; the latter has become an important seaport. Condition of working population; 5813-5818; arrangement witness made for agricultural labourers on Coleraine line. Accommodation that should be provided if rates low for third class; 5819-5826. 5879-5883. Would divide Ireland into three districts; it would be an extensive undertaking even for three to manage; 5827, 5828, 5843. Travellers going from west of Ireland to the north are stopped at Cavan, and compelled to rebook there, and wait three or four hours; 5829. Desirable to have a central station at Dublin. There is an Act for it; 5830-5832. No difficulty in getting persons to lease lines on terms remunerative to themselves and beneficial to shareholders; 5833, 5834. Receipts of Londonderry and Coleraine line fell off last year 2,000*l.* upon 10,000*l.* Loan Commissioners have been paid their debt. Railway now the property of the bondholders; 5836-5838. 5871-5873. No other company have tried the experiment of lowering rates metrically. Objects to plan of meeting loss in the agricultural districts by getting a very high profit in the more densely-populated part; 5839, 5840. Amalgamation would improve present value of property as far as shareholders are concerned. Working system under one management would be a great advantage, as there would be uniform rates and a continuous communication kept up; 5841, 5842. Explains why, when the Midland was once leased, the receipts were unsatisfactory; 5845-5848. Seven-eighths of the whole traffic from north to south of Ireland pass through Dublin. Reason why another communication is needed; 5849-5852. Has been engaged in agricultural pursuits since ceasing to lease the railway. Has found as a merchant great cause of complaint of the rates, especially to the west and north-west. States situation and nature of his business. Has made complaint to the company of the high charges; in some cases quite prohibitory. Charge to Galway for such articles as washing soda, rough sulphur, coppers, &c. was 50 per cent. on the first cost value. Gives an instance of the excessive charge made for carrying American oil; 5853-5862. 5865-5867. Internal traffic affected by high rates. Complains that goods from Manchester and Wigan are booked through to Limerick, Ballinasloe and Kilkenny upon such a toll and same rate as is paid for them to Dublin; 5863, 5864. Does not think there is a limited quantity of traffic, and that railways get nearly the whole of it, and consequently any reduction in rates would be so much less money. Sent goods last week by road; frequently cheaper to use the road. Mentions a case where, by reducing the rates, carmen were driven off; 5868-5870. 5884-5891. If rates were reduced, consumption of coal would considerably increase; if it could be brought into Dublin at 11*s.* or 12*s.* per ton, and sent into interior at the rate of $\frac{3}{4}$ *d.* per mile, it would be cheaper than turf. Witness imported coal, and gave the station master a commission to dispose of it; 5875-5877. Considerable reduction in price of coal would encourage manufactures in Ireland; 5878. No regular carriers between Dublin and certain other towns; cheap communication by canal. Arrangements between railway and canal; 5894-5898. Low rates to and from Carlow would produce a considerable amount of traffic; butter and potatoes might be sent from there to Dublin if rates were low; 5899-5902. Not the same necessity for low rates in England; are generally lower than in Ireland; 5903, 5904.

See also COTTON, E. J., Esq.

RYAN, MR. MICHAEL ROBERT. (*Analysis of his Evidence.*)

Is a merchant of Limerick, and member of the Chamber of Commerce; 2651, 2652. Present passenger rates prevent traffic, and better arrangement required as to keeping time for the third-class passengers between principal lines and tributaries; gives instances of the delay and inconvenience to the public. Thinks Government should buy up all railways, especially small and non-paying ones; 2653-2658. 2683-2684. Traffic between Limerick and Dublin diminished in consequence of delay. A large class would travel to Dublin and Cork if they could return same day; formerly they could do so. The company charged full fare. Describes class who travelled by the train; 2659-2677. Impediments in the way of third-class travellers mainly attributable to number of small companies and conflicting interests; 2678, 2679. The Great Southern and Western tried last session to buy or lease the Limerick and Castleconnell line, but the Bill was lost; 2680, 2682. Railways about Limerick not doing the work of the country; carriers numerous on the road. Directors should try, by reducing rates, to obtain cattle traffic; believes traffic would pay; 2685, 2686. Many passenger trains empty; with

RYAN, MR. MICHAEL ROBERT—*cont.*

lower fares, traffic (especially third-class) might be considerably increased; many walk or drive instead of using the railway. The Limerick and Foynes Company and the "Kelpy" steamer in connexion with Foynes line, increased rates 10 or 12 per cent., and there was a considerable decrease in the number of passengers and receipts; 2687-2696. 2699-2702. 2734-2740. 2785-2791. Very rarely passenger fares for market days. Several fairs are held at Rathkeale, but railway arrangements such that only half an hour can be got to transact business in the town; 2697, 2698. Shareholders have remonstrated against present management, but as all local lines are in the hands of one party they are powerless; 2703-2708. The putting on of a later third-class train from Limerick to Dublin would be profitable to company, and would not affect the second-class trains; 2709, 2710. The custom of hucksters going through the country buying up the produce would be altered if rates were reduced. Mode adopted by railway company in Tipperary district. Proceeding discourages trade from Limerick and favours Waterford. Freight cheaper from Shannon, by sea as compared with Waterford; 2711-2733. Complaints at Bruree (where there is a very large flour mill) that coal traffic is encouraged at the expense of turf; gives relative rates; question discussed; 2741-2751. 2755-2765. Turf more suitable than coal for dairy purposes; 2752-2754. Thinks directors of Great Southern and Western Railway are large shareholders in steamboats; 2766, 2767. Is not aware that there is a maximum charge in Railway Acts beyond which companies cannot go; 2768. All railways should be placed under one management. Directors at Waterford, Cork, and Dublin vie with each other to get the greatest loading for their steamers, and port of Limerick does not get a fair mileage in consequence; 2769. States that Sir David Roche, owner of a large flour mill near Limerick, suffers much inconvenience from high rates; 2770-2775. Would like to see the Government take all Irish railways, and try the experiment of having one central management; discussion as to how loss should be met; 2776-2780. 2793. There would be an increase of the produce of the soil if rates were lower; 2781. Does not know the rates by Bianconi's cars before introduction of railways, but since rate increased shares have depreciated and dividends diminished; 2782-2784. Mentions a case of inconvenience to emigrants in consequence of there being no third-class train; 2792.

SHAW, MR. THOMAS. (*Analysis of his Evidence.*)

Is traffic manager of the Irish North-western railway; 8268. Although traffic receipts are much improved this current half year, position is not flourishing; gives cause and amount of increase; preference and ordinary shareholders are receiving nothing; 8269-8271. 8349-8352. Length of line, and cost per mile; railway was made by share capital; gives cost, and explains that the sum is only for a portion of present line; pays 500*l.* per week for other portion. Obligations to be discharged before ordinary shareholders are paid a dividend; working expenses of line; 8272-8293. 8401-8407. Names companies that have joined Irish North-western Company in the subscription to the Cavan and Clones line; works in harmony with them. Difficulty in booking through between Irish North-western and Great Southern and Western lines; 8294-8300. Passenger traffic principally third-class; goods traffic, agricultural produce and such goods as agricultural people require. Thinks if rates were reduced for long distances, traffic would increase; has tried experiments, but, with one exception, not successful. Has remodelled cattle rates, but in consequence of bad seasons, traffic not so good as it was three years ago; 8301-8307. 8317-8321. Reason why line does not pay a dividend. Gives number of trains per day; 8308-8316. 8332-8344. Is not aware that they have ever received a proposal for preferential rates; no reason to suppose that traffic is kept off line by present rates. Do not, on principle, make preferential rates; 8322-8325. Carry a great deal of coal, considering that there are no manufactories upon the line; the traffic seriously interfered with by local bogs; 8226-8229. Has through booking from most of their stations; books with London and North-western both for passengers and goods; 8329-8331. Has severe competition with the Ulster Company; rates by this company rather higher; 8345-8348. 8387-8391. Thinks the directors take as much interest in this railway as those of more profitable lines. Directors have great hopes that matters will improve; 8353-8356. Would be an advantage to public and to proprietors if all lines north of Dublin were amalgamated; fares would not be raised, but railways would be worked more economically, would be a better

SHAW, MR. THOMAS—*cont.*

communication between Dublin and witness's district; reasons why service not so good as it should be. Would not go further south than Cavan; 8357-8367. 8374-8385. Effect that amalgamation would have upon the different ports; steamboat communication would greatly affect traffic to any port; 8368-8373. No competition between Clones and Belfast; passengers go now by Ulster line; 8386. Irish North-western does not communicate with any line at Londonderry; if it did, would get some flax traffic; this traffic was carried by Northern Counties line until Omagh junction was made. Northern Counties pay about 800*l.* a year to Irish North-western Company; 8392-8400. Directors of Irish North-western line elected by the ordinary shareholders; hands in a list, and states that 12 directors manage whole system (145 miles); 8408-8412.

SHAW, WILLIAM, ESQ. (*Analysis of his Evidence.*)

Is director of a bank, and of a flax spinning company; resides near Cork; 6382, 6383. Cork and Bandon Railway not managed with profit to shareholders or advantage to the public. Line made at great cost. Directors and shareholders have not much interest in increasing traffic. Line in hands of preference shareholders. Supposes directors and preference shareholders hold original shares; 6384-6386. 6393-6396. Traffic in agricultural produce might be more developed if rates were lower, and better facilities afforded for bringing to market; 6387-6389. Thinks if line were leased it would be worked with profit, and traffic largely increased. Some extension lines in the course of construction. Cork and Bandon Company have impeded construction of further extensions; 6390-6392. Cost per mile for making line; is carried through a country giving hardly any business. Difficulties in making line. Money wasted in engineering and law expenses. Engineer incompetent; 6397-6403. Amount of interest paid to preference shareholders; there are two classes, on one interest has been regularly paid, but not on the other. Motive for managing railway better. Ordinary shareholders have no hope of getting much out of line. Not sufficient speculative spirit in the country to buy up the ordinary shares, and get efficient officers to manage railway profitably; 6404-6411. Rates could not be reduced to any great extent on Cork and Bandon line, but better system of return tickets, excursion trains, &c., would develop business upon it. It would be too great an experiment to reduce 20 per cent. In England, reduction increases business, not so in Ireland. Would look to increase more by a better system of looking after traffic; 6412-6414. Rich agricultural district lying to west of Bandon; a great deal of produce now sent by cart would go by railway if rates were lower, and business looked after; 6415-6421. Is not aware that an experiment for making a great reduction in charges has been successfully tried on Coleraine and Londonderry line; different country from Cork and Bandon line. Moderate reduction would tell, both in goods and passengers. Gives length of line, and number of persons to manage it; 6422-6427. Bandon Company work a little branch line to Kinsale; get 30 per cent. of gross receipts for three years; 6428, 6429. Would be an advantage to amalgamate Cork and Bandon line with Great Southern and Western, as trains would then be arranged in a proper manner, and economy effected in management; 6430-6432. Cheaper to send flax from Bandon to Belfast by way of Liverpool, and re-ship it there for Belfast. Much traffic lost for want of proper system. Freight paid from south of Ireland to Belfast, and distance by railway. Ten years ago there was rather a large quantity of flax sent, and it is expected there will be again. Will in time be sent in sufficient quantity to make it a remunerative traffic. Hopes flax will be continued to be grown in south of Ireland. Is a remunerative trade; requires much rain; is generally grown in west part of county of Cork. Would send flax to Belfast by railway if rates same as round by sea. Mileage rate by water; cannot give railway rate; 6433-6450. Vessels never go direct from Cork to Belfast; not enough traffic to load them. Continuous railway communication (except break at Dublin) between Cork and Belfast. Thinks goods are not sent by way of Tullamore and Mullingar; would be an intricate way. No through communication from Bandon to Dublin by that route. Has transhipment and carriage across the city, which adds to the expense. As stations are nearly opposite each other, might be possible to establish a ferry; goods would then have to be carted to the ferry; the rails might be brought down to it, if the Commissioners of Cork gave their consent; 6451-6460.

SULLIVAN, MR. WILLIAM KIRBY. (*Analysis of his Evidence.*)

Is professor of chemistry to the Museum of Irish Industry; 1925. Has directed his attention to Irish railways generally, and to the transport of mineral products specially; 1926-1928. High rates and fares charged in Ireland are injurious to trade, and a reduction would greatly benefit mineral and agricultural produce; gives opinion as to results that would follow such reduction, and quotes rates charged by the Dublin, Wexford, and Wicklow Railway Company to the Wicklow Copper and other mining companies; rates in some cases 50 to 72 per cent. of the total value of the produce; 1929-1939. 1944-1950. The mining company have complained to the railway company of their high rates, but no reduction made. The mining company pays a high dividend,—the railway company 4 or 5 per cent.; 1940-1945. Limits of production in mines referred to will not be reached for many years, and were rates reduced the quantity of ore sent would be trebled. Thinks iron ore could be sent by ship for 3s. per ton at a profit; 1951-1953. Difficulties in the way of mining company's making a branch line to one of the railways; 1954, 1955. Particulars of market value and cost of raising certain ores; 1956-1971. If coal could be had at a moderate price the ore would be made into oxide; most of the ochre found runs into the river; 1972-1974. If the ore had been carried at half the rate it would have yielded a profit of 5 or 6 per cent. to the mining company, and slightly increased the dividend of the railway company; 1975-1977. The working expenditure on the Waterford and Limerick line for part of 1863 was 301.39L.; 1978, 1979. If rates were reduced one half, mines should contract to send a certain quantity, and inasmuch as the railway would carry full loads and bring back coal, there would be no additional expense; 1980-1984. By having a railway wharf at Limerick the ore could be sent at a reduction of one-third. Is not aware of any wharves having been proposed at Waterford, Cork, and Limerick; 1985-1987. If railways to the south of Ireland were amalgamated, it would pay to make a branch to the mines; saving that would be effected; 1988-1990. Inexpedient for Great Southern and Western to carry the ore to Cork, with a view of shipping it. Reasons why railway have never proposed to mining company to take their ores to Dublin; 1991-1994. Sulphur chiefly exported to Liverpool; route by which it might be sent; 1995-1997. Reasons why rates for minerals are higher on Irish than on English lines; 1998-2000. Waggon's always found by the Irish railway companies; 2001. Port of Wicklow better than Arklow; 2002, 2003. Before railway constructed sulphur was carried by ship. Competition in sulphur; supply from Sicily diminishing; large chemical trade carried on in pyrites (from which sulphuric acid is made), used in the large bleaching works in Dublin; 2004-2010. A large district at Boyle containing iron ores and a coal-field not worked in consequence of the high rates. Unsuccessful attempt made to send clay and ironstone of superior quality to England; 2011-2015. Communication between railways of Dublin and quays will remove objections. Difficulty in getting several boards of directors to agree to any change; 2016-2018. Steady decline in passenger and goods traffic in proportion to increase of mileage upon all the Irish lines, which may be attributed to high rates; conflicting opinions prevent reductions; 2019-2026. 2048. Wicklow line have reduced rates, and contemplate a considerable further reduction; 2027-2030. Difficulty of dealing with various interests might be obviated by having one central administration for Ireland. Upon reduction of fares there would be a temporary loss, but this might be met by a decrease in expenses; 2031-2033. Cost of management not large, and traffic as a rule well conducted; quotes working expenses; 2035-2039. Possibility of as great a development of passenger and agricultural traffic as of mineral; good results that would follow reduction shown; rates for passengers and for certain agricultural produce; 2040-2047. 2049-2073. Unequal rates between town and town. Goods can be sent from Dublin to Belfast (111 miles) cheaper than to Newry (70 miles), there being competition by sea to Belfast; rates to Belfast profitable to company; earnings on certain lines; 2074-2082. Rates unequal on the Cork and Limerick line when there is no sea competition; charges to different places for butter, coal, and turf; 2083. One source of increase of traffic in Ireland will be from coal; in 1825 it was 750,000 tons, it is now more than 2,000,000, and witness estimates that in 4 or 5 years it will be 4 or 5 millions. Thinks consumption of turf will increase, and that it will rise in price; one ton would occupy the space of six tons of coal; 2084-2089. If rates were

SULLIVAN, MR. WILLIAM KIRBY—*cont.*

reduced there would be an increase in the cattle trade. No cattle now carried on the Bandon line, rates having been raised. Particulars of practice adopted by the Great Southern and Western Company, as to rates for carrying cattle and fish. Desirability of passenger half-fares; 2090-2096. Believes traffic has not decreased upon the substantial lines. Decrease attributable to undeveloped branches; 2097, 2098. Cattle traffic between Navan and Dublin, &c.; variation of rates; 2099-2101. Cattle rates not reduced on the branches to Belfast, Newry, Dundalk, and Dublin; on one they are increased. Cattle to be profitable must be carried at low rates; 2102-2106. General feeling that it would be advantageous to place all the lines under one management. Good effects would follow amalgamation, even if rates were not reduced. Thinks same principle should be applied to railway traffic as is applied to the valuation of land in Ireland; mode of application; discussion of this question; 2107-2119. Reductions which are necessary for development of coal traffic; 2120. Growth of flax, especially in the Midland districts, might be stimulated by low rates; disadvantages under which the cultivation labours; 2121, 2122. Reasons why amalgamation into one company would be beneficial on the future extension of the railway system of Ireland. It might be advantageous to a district if two lines competed for a certain time and then amalgamated, as in the case of the Grand Canal; 2123-2127. Undue pressure of cost of carriage upon the poor lands of the Irish farms; 2128. A fat bullock can be conveyed from Normandy to London for less than from Limerick to London; 2129. Recent case of a large agriculturist making arrangements to drive his cattle to Dublin rather than employ railway; 2130-2133.

TINSLEY, MR. JOHN RICKARD. (*Analysis of his Evidence.*)

Is mayor of Limerick, and connected with the Chamber of Commerce; 2308, 2309. Attention of Chamber has been called to the railway accommodation and fares; 2310, 2311. Witness complains that the high fares prevent intercourse with the western districts. General opinion that traffic would be increased by a reduction; 2312-2315. Gives fares between Dublin and Limerick, and states that the number of trains is insufficient; 2316-2343. Intercourse between Dublin and Limerick would be increased were facilities afforded. Considerable communication between Limerick and Cork, the trains being more convenient; 2344-2349. Accommodation more easily arranged if matters were in the hands of one company; 2350. Between Limerick and Waterford the trains are sufficient, there not being much passenger traffic. It is a cheaper route, but the sea passage is longer; 2351-2354. Merchants and traders require more accommodation. Retail traders deal with wholesale merchants in both Limerick and Dublin. Population of Limerick 50,000; 2355-2359. Great trade in cattle between Limerick and Dublin, principally by railway; 2360-2362. Many travellers come to Limerick from Dublin wholesale houses; 2363, 2364. Fares are much too high between Limerick and Dublin; upon reduction, traffic in passengers (especially third-class) and goods would increase. The larger proportion would be from Limerick; class of persons likely to travel; 2365-2382. Companies do not run excursion trains on market days, or issue third-class return tickets; 2383-2385. Steamboats on the Shannon are crowded in summer. Distance and fares to Kilrush. Not much traffic to Foynes; 2386-2392. First-class return tickets are issued. Reasons why they are of no practical use; 2393-2398. Three years ago the fares were increased; 2399, 2400. Lines of communication between Limerick and England; 2401-2409. Complaints in Limerick as to charges for goods. Within the last two or three years rates for certain goods have been increased 80 to 100 per cent. Traffic fallen off in consequence. Persons sending goods have to insure against sea risk; 2410-2415. Describes certain routes from Limerick to Liverpool, and rates charged by each; 2416-2427. Discussion as to how far charges interfere with trade of Limerick; 2428-2458. Particulars as to the Limerick Steamship Company; they were threatened with opposition by the railway if they did not increase their rates; 2439-2454. 2458-2462. Witness is an import merchant at Limerick; sends his goods by steamers; 2455-2457. Advantage to railway companies of steamboats raising the rates; places from which coal is brought to Limerick, and rates of charge; 2465-2481. 2523-2536. Distance between Liverpool and Dublin, as compared with distance between Liverpool and Limerick, less than half. Gives rates for coal by certain routes; 2481-2490. 2496-2506. Does not know whether railway companies stated old rates to be unremunerative; 2481.

TINSLY, MR. JOHN RICKARD—*cont.*

Charge for goods from Dublin to Liverpool less by canal than by railway. Differential rates settled by canal company in concert with railway company; 2491-2495. Turf is not used in Limerick so much as formerly, it is scarce and dearer. When price above 3s. 6d. a horse load, considered dearer than coal at 20s. per ton; is now 4s. Thinks consumption of coal will increase. 10 or 15 miles from Limerick turf would be cheaper. A great deal comes from Kilrush and by railway from Castleconnell; 2507-2522. Advantages given to Waterford in consequence of the rates being lower in proportion to Tipperary than from Limerick to Tipperary; 2423-2536. Quantity of coal brought to Limerick would not be equal to the consumption. Coal has to be carted from the ship to the railway, and cost added to freight; 2538-2546. With exception of coal, has no further complaint to make against railway companies; 2547, 2548. Places in the interior to which salt is sent; 2549-2551. Enumerates commodities which would be brought from the interior to Limerick upon reduction of rates, and states that coal would be carried further into the interior than at present, and in what direction. Believes it would come into competition with turf; 2552-2571. Large cattle trade from Limerick, which would be increased if rates were lower. Very little mineral produce near Limerick; 2572-2578.

TINSLY, MR. JOHN RICKARD—*cont.*

Flax manufactured in Limerick, but produce not increasing. Very little brought into Limerick by railway. Manufactories worked by steam power. Water power of Shannon principally used for corn and flour mills; 2579-2586. Would have railways amalgamated under one Government board, who would make uniform rates according to mileage. Discussion as to how board should be constituted, the rights of shareholders preserved, and loss, if any, met upon a reduction of rates, and also as to choice between a local and Government management; 2587-2590. 2594, 2600-2616, 2621-2643. No difficulty in booking goods through to different ports in Ireland. Scarcely any trade with the north; 2591, 2592. Is in favour of competition, not combination; 2593. In contemplation to take railways down to the river wharves. At Waterford the railway is in communication with water. All trains (except mail train) from Limerick to junction lines correspond with South-western down trains at junction; 2595-2599. On some railways scarcely any profit; the Foynes and Limerick is a very bad line; 2617-2620. People of Limerick would rather submit to present rates than have to make up deficiency caused by reduction; 2644-2648. Unfair to tax a district; nor should the whole kingdom be taxed to benefit Irish railways; 2649, 2650.

EVIDENCE AND PAPERS.

Friday, 5th May 1865.

PRESENT :

THE RIGHT HON. THE EARL OF DONOUGHMORE.
 THE RIGHT HON. LORD STANLEY, M.P., F.R.S.
 THE HON. E. F. LEVESON GOWER, M.P.
 SIR ROWLAND HILL, K.C.B., F.R.S.
 J. A. ROEBUCK, Esq., M.P.
 T. B. HORSFALL, Esq., M.P.

ROBERT DALGLISH, Esq., M.P.
 GEO. CARR GLYN, Esq., M.P.
 CAPT. DOUGLAS GALTON, R.E., F.R.S.
 E. T. HAMILTON, Esq.
 J. R. M'CLEAN, Esq., Pres. Inst., C.E.
 WILLIAM POLE, Esq., F.R.S., *Secretary*.

HIS GRACE THE DUKE OF DEVONSHIRE, K.G., F.R.S., IN THE CHAIR.

WILLIAM THOMAS MULVANEY, Esq., examined.

W. T.
 Mulvaney, Esq.
 5th May 1865.

1047. (*Chairman*.) You were formerly, I believe, a Commissioner of Public Works in Ireland?—Yes.

1048. For a considerable period of time?—I was in the Government service altogether about 27 years.

1049. How long is it since you ceased to be a Commissioner of Public Works?—Since the year 1852.

1050. Since that time, I believe, you have been resident in Prussia?—Yes, since 1855.

1051. How have you been occupied there; what was your object in going there?—I was owner of a part of two large colliery concessions there, and had the sole management for my partners and myself.

1052. In what part of Prussia were those collieries?—Westphalia is where the collieries lie, but I live in Dusseldorf.

1053. Has your attention been called, both in Ireland and in Prussia, to the railway system generally?—In Ireland it was constantly, in my early official capacity, not directly with the original Railway Commission, but the members of the Railway Commission were at that time Sir John Burgoyne and others with whom I was connected in office, and subsequently Sir John Burgoyne became Chairman of the Board of Public Works, of which I was a member, and we therefore had very much to do in connexion with the question of railways generally in Ireland. Afterwards I proposed the construction of the Midland Great Western of Ireland Railway, and recommended to the Government the granting of a loan for that portion of the line which extends from Athlone to Galway, with a view to develop the resources of the west of Ireland, which at that time contained about three millions of inhabitants, but now considerably less.

1054. In what capacity did you recommend that?—As a Commissioner of Public Works.

1055. What was that commission on Irish railways of which you have spoken?—A railway commission appointed by the Government before the construction of railways in Ireland to investigate the best system on which railways should be constructed. Mr. Drummond, who was then Secretary of State for Ireland, was, I believe, the chairman of that commission, in 1837 or 1838, I think. I had afterwards, following your Grace's question, to give evidence on Lord Granville's commission as to the packet stations in Ireland, and on that occasion I devoted much attention to the railway systems in Ireland, and the connexion of the railways with each other and with the harbours, especially in Dublin.

1056. Your attention has been also called to the railway systems in Germany?—Yes; and there it was called to them in my own interest in connexion with the collieries which I have mentioned. My partners and I being strangers in the country, and having commenced the working of the collieries in the midst of 200 or 300 existing collieries, the necessity arose to find markets for our produce, and we resolved at an early period to seek the most distant markets, where we would come least in competition with the existing collieries. At that time, owing to the high rates for the transport of coal, coal did not go by rail much more than about 10 German miles, which is about 47 or 50 English miles, taking a radius from the centre of the coal district of Westphalia.

1057. Was no coal carried further than 50 miles?—Not much by railway, the prices were so high, but

by water; it did go by the Rhine. Afterwards, in consequence of a reduction of the fares, obtained after a long struggle, we were able to send it, and the coal goes at present about 100 German miles, or rather over 100 German miles, something more than 500 English miles.

1058. Was that entirely owing to a reduction of the charge that had previously been made?—Quite so; it was impossible before; the rates were so high that the coal from Westphalia could not reach those distant districts; the price exceeded what the coal was worth, and it could not compete with the English coal on the sea coast, or with the coals, and wood, and turf in other districts. The agitation or struggle that was made for this reduction I believe will be a matter of interest to the Commission, inasmuch as the difficulties existing in Germany even surpassed those which might be supposed to exist in Ireland. The various number of small states and governments existing in Germany, in addition to the various number of railway companies, rendered any co-operative action for a common object excessively difficult. The arguments that I was enabled to bring forward were chiefly from England, where, in the matter of mineral traffic, they had made a very considerable advance as compared with that the Continent had made. I visited most of the governments and the ministers of commerce of each of them, in conjunction with a deputation of the coal owners, for the purpose of arguing with them and convincing them of the advantages that would result to the railway companies themselves from a reduction in the freights, and especially for fuel. We were met constantly with the argument, that the circumstances in Germany were different from what they could be in England; and there was a disbelief, in fact, on the part of the ministers of Prussia that such rates, that is, a halfpenny per ton per mile, could exist in England. I was compelled, in consequence of this, to collect from our blue books and from friends the actual state of facts, and I wrote a small *brochure*, which was handed about, and at last, with the assistance of professional men in Germany, we were able to state to most of the railway boards, that the original cost to them of the carriage of coal could not materially exceed a farthing a ton per mile, and therefore if they assented to the proposition which we made (it would be in German money one pfennig per centner a German mile), which is somewhat less than a halfpenny a ton per English mile, they would have a fair profit. Having made these statements, and sustained them by proofs from England and by communications from the German authorities, there was a disposition to go into the matter, but I should have failed had it not been for the assistance afforded to me by the manager of the Dutch-Rhenish Railway, from Amsterdam and Rotterdam to Germany. This gentleman was an Englishman, Mr. Forbes, now general manager of the London, Chatham, and Dover Railway, and the company being for the greater part English, the majority of them were more open to conviction on such a matter. Their shares were at a very great discount, they had no coal trade, but they had a number of coal waggons. Mr. Forbes entered with a full and liberal spirit into an arrangement with me, and placed the waggons of their company at my disposal, provided that we sent regularly given

quantities into Holland at our own risk, and at the low rate that I have mentioned. We had a difficulty still; our collieries were on the side of a German railway, and the coals had about 50 miles to travel before they reached the Dutch-Rhenish Railway. Owing to the Dutch-Rhenish Railway Company giving their waggons and entering into such an arrangement with me, we temporarily got a rate from the Cologne and Minden Railway on which our collieries lie to make an experiment, and we ran for a year or two.

1059. (*Mr. Roebuck.*) Those 50 miles which you have mentioned were German miles, I suppose?—No.

1060. Your coals had to run 50 miles before they reached the Dutch-Rhenish Railway; were those 50 German miles?—Fifty English miles, about 10 German miles; the whole distance to Amsterdam was about 125 English miles, and the distance to Rotterdam (the sea ports and termini of the Dutch-Rhenish system) was 136 miles, I think. So far we made the experiment. I brought these facts before the North German union of railways. I may explain to the Commission that some of the difficulties in Germany with regard to the various governments and various railway directions are got over by forming a union of railways for the common through traffic. We failed in succeeding for a year or two to convince the North German union, which included the kingdom of Hanover and Brunswick, which lie between the two divisions of Prussia, until we finally effected the object in this way. Thirty-two collieries entered into a guarantee to deliver, I think, 25,000 tons within one year at Magdeburg on the Elbe, at the rate that we had proposed, subject to a penalty, in case we failed in sending that quantity regularly, of a very heavy fine, I believe equivalent to the original freight, and I may state that the original freight was very high.

1061. (*Chairman.*) What was that original freight?—I cannot give you the figures at the present moment. For experiment I sent two waggons of 10 tons each of our best coals from our own colliery to Magdeburg; it was allowed to be fully equal to and was purchased at the same price as the English coal, but instead of my receiving anything back for the two waggons, I had to pay 2*l.* in addition for the freight: the original freight I have not got.

1062. It was very much higher I presume?—Yes; it was quite prohibitive. We succeeded in the experiment, but mainly by the fact of our collieries supplying the quantities at a risk when many of my German neighbours fell off in their deliveries, and the burden fell for the greater part on our own shoulders. We succeeded from that day forth, and the advantage of a low freight was proved in North Germany, and it has worked with extraordinary success since. But to illustrate the difficulties, the kingdom of Hanover which has railways chiefly managed by the State, and at the same time is the owner of collieries, interposed, at least on the part of the State, more than on the part of their railway board, very considerable difficulties, and for a full year all that Hanover would concede was to allow the coal to run through the kingdom to the opposite side of Prussia, but it would not allow any to be delivered in Hanover itself.

1063. (*Lord Donoughmore.*) Can you say when these low rates were introduced?—It was in the year 1860. In the middle of 1858 I commenced to produce coal, and our agitation began immediately, and I think the experiment was made in the year 1860.

1064. (*Mr. Horsfall.*) For what distance can you now run at the low rates?—To Munich, to Switzerland, and to Berlin, about from 75 to nearly 100 German miles.

1065. (*Chairman.*) That is about 500 English miles?—Yes.

1066. (*Mr. Horsfall.*) Did all the railway companies agree to take it at the same rate?—That was

the very difficulty which is not yet overcome. The various branches of the railway systems in Germany have not yet come fully into the arrangement. There are various state jealousies and various jealousies between the various railway companies which have prevented it.

1067. (*Mr. Glyn.*) The rate is rather less than a halfpenny per ton per mile, is it not?—It is. The halfpenny per ton per mile would be a fraction more than one pfennig per centner per German mile.

1068. Did you find your own waggons?—No; the waggons are found by the railway companies.

1069. That is rather less than the English rate, is it not?—Yes; but I should observe, if you wish to go into detail, that they also charged for terminals, in some cases 3*s.* a waggon of five tons at each end of the system, whatever it was. This was a fruitful source of jealousy, because the station from which the mineral went, or the railway from which it went, to the railway on which it arrived had more benefit from the transport than the country through which it passed without stopping.

1070. (*Chairman.*) Are you still working your coal over the Dutch-Rhenish line?—Extensively.

1071. Can you state whether the result has been satisfactory to the railway companies as well as to you?—The result to the Dutch-Rhenish has been extraordinarily good. The Dutch-Rhenish line was formerly supplied from England, and as Rotterdam and Amsterdam are the nearest ports to England, they received a supply; they commenced, however, encouraging the system of taking the coal from Germany for their locomotives, by which they at once got a steady supply and a regular supply, weekly or daily, as they required it, and they were enabled to save a large outlay in storing up coals that should arrive by ship; they used coal instead of coke, and they effected a great saving in locomotive power thereby; and from having no trade whatever in coal over their line they arrived last year at 147,000 tons from Germany alone over their line.

1072. (*Mr. Glyn.*) All these contracts were founded upon quantity, I suppose?—They were founded upon the regular through running of trains with a minimum quantity of 200 tons in Holland, and we can load or send 400 tons in Germany.

1073. (*Lord Stanley.*) You have given us the actual rate charged, but you have not given us the amount of reduction which took place?—I have stated that I am at a loss to give you the precise tariff, but all that can be supplied to you.

1074. Can you tell us roughly what it was?—It was prohibitive, and where no coal then went there is now a very large trade.

1075. What we wish to know is, what was the amount of the tariff which was prohibitory?—I will take Berlin as it is now. To reach Berlin with this new tariff and with the two terminals we could not compete with England, so that the 3*s.* that was charged for terminals at Berlin was obliged to be given up. I have already stated the fact of the coal that I sent to Magdeburg returning the coal owners nothing, and having to pay in addition.

1076. (*Mr. Dalglish.*) What is the distance from the colliery to Magdeburg?—About 54 German miles, or about 250 English miles.

1077. (*Chairman.*) Should you imagine that the old charge was three or four times as high as the present one?—I will supply the facts; I do not remember.*

1078. (*Mr. Dalglish.*) You stated, I think, that you sent two waggons with 10 tons each?—Yes.

1079. Do you know what they sold for at Magdeburg?—No; it is several years ago.

1080. (*Captain Galton.*) You said that English coal could compete with you at Berlin. How does

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* The rate, I have since ascertained, was 30 thalers 10 silver groschen for five tons, or about 18*s.* 3*d.* per ton, being rather more than the selling price of the coal there in former seasons.

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the English coal reach Berlin?—It reaches Berlin through Hamburg and through Stettin.

1081. From Hamburg how does it go to Berlin?—By water, by canal; it could go by railway, but it goes chiefly by water.

1082. (*Mr. Hamilton.*) Are the present rates still conditional upon your supplying a certain quantity to the railways?—Yes; they are still conditional upon our sending full trains to run through from station to station. That was my own proposal founded upon the English practice, as I knew thereby that the railway could have a very large profit at a low freight.

1083. (*Mr. Glyn.*) When you say through trains, can you tell us the number of tons or thereabouts?—A train load is 200 tons; that was the minimum for each train.

1084. (*Sir R. Hill.*) To whom do the railways in question in Germany belong?—In Prussia a number of them belong to the State; part of them belong to the different states. Most of them through Hanover belong to the Government of Hanover, and in Brunswick to the Government of Brunswick. The Prussian railways in that line are all private.

1085. (*Chairman.*) The Dutch Rhenish Railway is private, is it?—Yes, it is chiefly English.

1086. (*Mr. Glyn.*) In this union of railways in North Germany who fixes the rates, does the union fix them, or is there a committee that fixes the rates, or do they make their own separate rates?—The union consists of various boards united together, and they have frequent meetings—I think monthly—and general meetings of the deputies from each board, and one great meeting yearly.

1087. Do they fix the rates?—Yes; they fix every through rate.

1088. Irrespective of the boards themselves?—Yes; they are deputed by the boards.

1089. They can fix the rates?—Yes, for through traffic.

1090. For the whole of the Union?—Yes.

1091. (*Chairman.*) Are you still proceeding in extending the system, and carrying your coal at low rates over the other German railways?—It is itself spreading; since the seed was sown the fruit has been obtained, and large profits direct and indirect arising to the railways, they have themselves extended the system.

1092. Is the German Union satisfied with the results?—I have only, as yet, spoken of one; there are several German Unions, and there are classifications of railways in unions according to local circumstances.

1093. Those systems, now that the experiment has been tried, are satisfied with the result?—They are so important to the country; first to the trade, and, secondly, to the railways, that you will, perhaps, permit me to give you the figures. In the year 1859, taking the Westphalia coal districts, when the low fares first came into operation at all, the Westphalian districts produced 3,800,000 tons of coal. In the year 1864 they produced 7,500,000 in round numbers, and a totally new life has been infused into the industry of all the countries, agricultural and manufacturing, through which this cheap coal has been brought. The coal owners had reduced the price of coal at the pit's mouth to the lowest that it could bear. We asked the railway companies to join us as the natural means of attaining markets by reducing their freights, and when they did agree factories grew up in Brunswick, in Hanover itself, and numerous other districts, and the consumption of coal has increased enormously, so that this doubled increase of production cannot now meet the demand.

1094. Are the collieries in Westphalia capable of producing a larger amount than they do at present?—The Westphalian district, I think, contains as much coal nearly as all England; it is very rich, there are a great number of workable beds lying under each other, but the collieries are not capable, at

present, of producing the quantity which is required.

1095. (*Sir R. Hill.*) Why so; what is the reason of that?—Their mode of production is not quite equal to ours as to quantity; they are satisfied with producing 300 or 400 tons, or much less per colliery; they do not do as they do in England, or as we do there; we produce 600 or 700 tons per colliery.

1096. (*Mr. Glyn.*) Do not they apply capital enough?—I do not think it is a question of capital so much as it is a question of exertion and the kind of demand that has been exacted for superior preparation of the coal; there is also a deficient supply of coal labour.

1097. (*Mr. Horsfall.*) Do you mean 600 or 700 tons per day or per week?—Per day. We produce from our two collieries and sell over 300,000 tons in a year.

1098. (*Chairman.*) Have the railway companies also adopted the system of lowering the rate on other articles of merchandise as well as coal?—Yes, considerably in other articles since the result in the case of the coals has been seen, and progress is still making, for they are very much pressed by the iron manufacturers to do so; they have not yet advanced in the reduction upon the raw iron itself so much as they feel convinced they must do; they are going very slowly forward, but they have reduced the rates considerably. The results, I have no doubt, will be very interesting to the Commission when I lay them before them, especially with regard to the increase of income which has been derived from these reductions to the railway companies. I will take a report, which is rather an extensive one; the yearly report of the Cologne and Minden railway. They have furnished a chronological table since the commencement of the railway in 1848, and the report to which I am about to refer terminates with 1863; at the end of each year's report they give this chronological table. Their income has very much increased since the establishment of these low fares. In 1859 their income amounted altogether to 4,600,000 thalers. It has increased up to the year 1863 to 8,300,000 thalers.

1099. Is there any greater mileage at the present time than there was in the first year?—There is. The mileage has increased from 46 to 71; that was, however, chiefly in 1862 and 1863.

1100. (*Sir R. Hill.*) Are you about to give us the gross receipts?—Yes, at this moment; but the greater portion of that income has been derived from the carriage of goods; the increase in goods has been from 2,900,000 thalers to 5,300,000; whereas the passenger traffic, which soon reaches its maximum, notwithstanding the increase which has taken place in the mileage, you will see has not very importantly increased; but it has increased from 1,300,000 thalers to 1,640,000, and those figures of 1,640,000 occur first in 1862, when the greater length of the line was opened.

1101. (*Mr. Roebuck.*) There has been no diminution in the fares for passengers, I suppose?—None; but when I come to the case of the passengers I shall show you that the passenger fares in Germany upon this line are very low.

1102. (*Captain Galton.*) The increase that you have given as in the goods, is not much more than the proportion due to the increased mileage; you said from about 3,000,000 to 5,000,000?—Yes; but from my local knowledge I am aware that the new mileage which has been opened had not been a great source of increased income in goods; it is now only commencing to develop the goods traffic upon the line; it is a line from Deutz to Gießen in the direction of Frankfurt. The main point which I wish to show is this, that the great increase, as admitted in their own report in distinct terms, has been derived from minerals, since the reduction they made in the rates. The two stations which have most contributed to that increase have been the two stations near to which our collieries are situate, and

where our works were expressly constructed for the purpose of affording to us the means of filling those express coal trains rapidly, and despatching them to the various parts of the North of Europe.

1103. (*Chairman.*) What has been the result in the shape of dividends?—Every reduction of the rates, whether in the passenger traffic or in the goods traffic, appears from this table at which I am looking to have been accompanied with an increase of dividend. I will take the extremes as regards the traffic to which we are now referring. Their rate in 1848 was 4·34 pfennigs. The next year it was 4·60. The rate for the carriage of goods is taken here per centner, and per German mile. If you will take the figures as comparative, they will convey the idea. In 1863 the rate was 2·29, therefore it was very nearly a half. Of course we cannot speak of the profits in the first year of the opening of a railway, but in that year the profit upon the capital expended 4·17 per cent. That which they divided among the shareholders was $3\frac{1}{2}$ per cent. in the year 1848. The total sum that they earned on all their capital in 1863 was 7·65 per cent., and they paid their shareholders 12 and $\frac{1}{2}$ ths per cent., and this year they will pay them 15 per cent. probably.

1104. (*Lord Donoughmore.*) Do you say that they earn 7 per cent. and pay 12 per cent.?—Yes, and that is an interesting matter to which I will call the attention of the Commissioners with regard to part of the policy of the German railway companies. The proportion of the loan and priority shares, the amortissement of which is partly paid off every year is very much larger than it is in England, their mode of financing is very different from ours. The chief increase in profits I find has taken place from the year 1859. At that time they paid $7\frac{3}{4}$ ths per cent. to their shareholders, and in 1863 they paid, as I have already stated, $12\frac{1}{2}$ ths per cent. With regard to the money earned upon the whole capital, which was expended in 1859, they made 7·94 per cent., and they made 9·80 in 1860, when the traffic in coals came to be very considerable, through the low rates, and in 1861 they made 11·27 per cent. Then suddenly during the two years when the new extended line came in, which was very large, they fell down in their earnings to 8 per cent. and 7·65 per cent. upon their whole expenditure, because before that time they were making their new line out of capital, and the charges did not come into play.

1105. (*Sir Rowland Hill.*) Are you now giving the net earnings?—Yes, the words are expressly the net earnings per cent. on the expended capital.

1106. (*Chairman.*) Do you know what the extended mileage of that railway is?—I do, it is 71 German miles. For the Cologne and Minden Railway the total capital expended has been 9,341,000*l.*

1107. (*Capt. Galton.*) What is the length of the line?—The length of the line is 218 and 113 English miles. The cost of the first 218 miles will be interesting to the Commissioners to know with reference to the subsequent matters. It was 22,680*l.* a mile, and for the 113 miles the cost was 34,608*l.* a mile, but that includes the bridge at Cologne.

1108. (*Chairman.*) Does that include the rolling stock?—Yes, and all other expenditure; which shows that after all this has been a very expensive line. I have already stated that they divided in 1862 $12\frac{1}{2}$ ths per cent. among the shareholders, but to illustrate their mode of finance I may repeat that their total capital was 9,341,175, but the proportion of that upon which they paid dividends is only 1,950,000*l.*, or say 2,000,000*l.* in round numbers. That principle also applies to many other German railways, as they take a very large portion of capital up in loans and priority shares, or, as we call them in England, preference shares, which are, however, payable off in the course of a certain number of years at a moderate rate of interest and sinking fund, so that in the end the railways are becoming more valuable every year.

1109. (*Mr. Glyn.*) Is that sinking fund formed out of the receipts of every year?—Yes.

1110. (*Chairman.*) And the capital, in the case to which you have been referring, will ultimately be reduced to something under two millions?—Yes, but the Government subscribed largely to the Cologne and Minden Railway, and guaranteed interest, in consequence of which they are entitled to receive back the railway after a certain given period of years.

1111. Are the priority shares and the money which is borrowed on the lines at very low rates?—I have the exact rates here, and I believe they are $3\frac{1}{2}$, 4, and $4\frac{1}{2}$; they very rarely go up to 5.

1112. (*Mr. Hamilton.*) Is it in preferential stock or in debentures?—I am not quite certain about that, I think they are in debentures; but they are amortissable, or may be paid off.

1113. (*Mr. Horsfall.*) What do you mean by annuity shares?—I mean that they may be paid off in the way of terminable annuities; they pay off a certain sum of money, with, say 5 per cent., 1 per cent. sinking fund and 4 per cent. interest, till all is paid off.

1114. (*Sir Rowland Hill.*) It would be like what we call terminable annuities?—Yes. But in addition to this it is complicated in this case with the fact of the Government having given a very large subvention, they being part owners of the railway, and having certain powers to become owners of the railway by purchasing shares it at par from year to year.

1115. (*Mr. Glyn.*) As I understand you, the redemption fund is made up from the annual earnings on the railway?—Yes, always, and they distinguish that in their report. I may inform the Commission that there is scarcely a fact which they may desire to know as to some of these German railways that is not to be found in their annual reports. Of course I have not got them all in my head, because they do not interest me more than for the purpose of seeing what the general policy is.

1116. What is the system pursued by the German railway companies as to passenger traffic; are the fares high or low compared with the passenger fares in England?—The fares are considerably lower than they are in Ireland, at least upon those railways to which I have particularly addressed myself. They are about one-half. The fare for a first-class passenger in Germany is $1\frac{1}{2}$ d. per mile. The fare for a second-class passenger is 1d. per mile, for a third-class passenger $\frac{3}{4}$ d. and for a fourth-class passenger $\frac{3}{8}$ ths of a penny per English mile.

1117. Has there been any reduction made in the rates, or have they always worked at those rates?—There have been some slight reductions made which are perceivable by the averages in the statistics for the whole of Germany.

1118. But there has been no such reduction in the passenger fares as in the rates charged upon coals?—No; I have now before me the annual statistical statement which was published for the year 1862 by the house of Parliament, and I may observe that in the whole of the Prussian system of railways, the income derived from passengers and what belongs to passengers is 30 per cent., from goods and cattle 63 per cent., and from other sources 7 per cent. The proportions of the receipts from passengers over the whole of the Prussian system of railways, divided into classes, is as follows:—From the first class only 19/10ths per cent., from the second-class 17 per cent., from the third-class 49 per cent., and from the fourth-class 32 per cent. These are the facts over the whole of the Prussian system relating to the year 1862.

1119. (*Mr. Gower.*) Has there been any reduction made in the rates charged for the conveyance of other goods and merchandise besides coals?—A considerable reduction has been made in what they call their reduced class of goods; they are iron ores chiefly, and earths, limestone, and matters essential for the production of iron.

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1120. With regard to manufactured commodities, has there been any reduction made?—I am not prepared to state that at present, but I can furnish that information for the Commission. I know for thorough rates and in competition with water carriage and foreign railways, considerable reduction has been made.

1121. (*Sir R. Hill.*) You have given us the rates charged for passengers upon the German railways. Are any return tickets issued, or are there any arrangements like those in England as to return tickets?—Very few, excepting in particular districts. In the private railway companies they are getting into that practice.

1122. Do they issue season tickets?—No.

1123. Do they make reduced charges for excursion trains?—They have done so on the Rhine—on the Rhenish railway.

1124. If you take those matters into account, how would the rates charged upon the German railways compare with the rates charged upon the Irish railways?—I should think that they would tell considerably against the Irish system, because the average of all the railway traffic in Prussia for all classes of persons is only 8/10ths of a penny per mile.

1125. Can you tell us the average charge in Ireland, taking into account the return tickets and the excursion trains?—I have not got the statistics here, neither are they in my possession, but from the information that I have obtained I understand that the fare for a first-class passenger in Ireland is about 2½d. per mile, for second-class passenger 1½d. and 10 per cent. added, and for a third-class passenger 1d. If the Commissioners will allow me I will take 100 miles in both countries, reminding you at the same time that the greater part of Ireland, taking, as the guide, the standard of wages, is much poorer than at least the portion of Germany to which I have alluded. To travel 100 miles in Ireland first class would cost 18s. 4d., in Germany 12s. 6d.

1126. (*Lord Donoughmore.*) How do you obtain that figure, as the fares vary upon the different lines of railway?—I am calculating a rate of 2½d. per mile, which I believe is about the rate in Ireland.

1127. That is the rate upon the Southern and Western, but upon some of the northern lines the rates are different?—Yes, and to the west of Ireland the rates are still higher, I believe; from Dublin to Galway the rate is, first class, 22s., I think it is more than 2½d. But the second class in Germany, which is fully equal to the first class in Ireland, and almost beyond the first class in England, is only a penny, which would amount to only 8s. 4d. for the same distance. The third-class fare in Ireland is 8s. 4d. for that distance, whereas the third-class fare in Germany would be but 6s. 3d., which class might be compared with the second class in Ireland. The fourth-class in Germany, with regard to the class of persons who travel, can be compared with the third-class in Ireland, and the fare would be 3s. 1½d. for 100 miles.

1128. (*Sir R. Hill.*) Are not the fourth-class carriages in Germany open carriages?—Yes, some of them are open, but some of them are closed, they have hangings in cold weather, and the climate in winter is more severe than in Ireland.

1129. What kind of carriages are used in Ireland for that class?—They have no fourth class there, I believe, except to the west.

1130. Then take the third-class passengers?—The third-class carriages are mostly closed as far as I recollect.

1131. (*Capt. Galton.*) With regard to the rates charged for goods; you have stated that the German Union of railways fix the rates for the goods?—Yes.

1132. Do they permit the general managers of the different lines to give special rates to individuals?—No; everything there is done bureaucratically.

1133. Is everything published, so that any person can ascertain the tariff at which he can send goods,

either per train load, or per waggon load, or per ton?—Always, all that information is to be obtained.

1134. You have no doubt that it does not rest with the general managers to fix the rates?—No; but I think they have made a great mistake as to the inflexibility of their rates; for variable rates, in order to carry on railway traffic properly, are almost a necessity of the system as it appears to me.

1135. (*Lord Stanley.*) Will you be good enough to explain that a little?—They made an arbitrary rule, to come back to the question of coal, to make a certain charge per mile and two terminals, but it was very soon found that if they adhered to the terminals they would shut out from themselves and the coal owners a very large trade to Bremen, to Hamburg, and to Berlin, in which places the competition of England was considerable. Therefore, after a great deal of consideration, the German Union itself of that system of railways resolved, upon the representations made by the coal owners, to reduce the rate, and they did so accordingly. I could perhaps illustrate the facts better by referring to a very interesting map which has been made by the Prussian Government, showing the production, consumption, and circulation of the various fuels in Prussia. The dark squares upon the map represent the quantities and places and quantity of production of the coal. The map was made very much upon my suggestion to the minister to show how a reduction of the rates would lead to an extension of the trade. Before the year 1860 none of the Westphalian coal reached Magdeburg, but in consequence of the reduction that was made in the rate, it has now reached it, and much further (*explaining the map to the Commissioners.*)

1136. (*Capt. Galton.*) Does the Government fix the rate?—Upon any of the railways in which they have an interest they approve of the rates which are charged, for instance upon the Cologne and Minden railway.

1137. Where they have no interest in the railway do they interfere?—No, they cannot interfere directly.

1138. They do not interfere any more than they do in England?—They do not.

1139. (*Chairman.*) You have not given a full answer to the question put to you by Lord Stanley as to the reason why you objected to fixed rates?—I have put the map before the Commissioners in order to show that the coal owners could not have sent, and the railway companies could not have carried, coal in any large quantities to Bremen and Hamburg were it not (with regard to those ports where competition was to take place, with England, for instance,) that a reduction to those places took place for that purpose by taking off the terminal charge of 3s. per waggon load in order to enable it to be done. The railway companies themselves were convinced of the necessity for it and they abandoned it, and in the same way they did so at Berlin.

1140. Has there been any agitation in the intermediate towns with respect to a reduction in the terminal charges in consequence of their having been taken off in Berlin and in Hamburg?—Yes, and it is a constant subject of agitation. The principle of the thing seems not to be justified at all; I mean making these terminal charges where such an article as coal is loaded by the producers and is unloaded by the consumers without cost to the railway company.

1141. (*Lord Donoughmore.*) If a large quantity of coals is to be unloaded at a station, must not the company who are the owners of that station provide sidings for the purpose?—They should do so, and they have found it to be their interest to do so, and they have extended the stations very considerably. In Hanover it is a subject which is constantly brought before the Parliament to grant additional sums of money to increase the stations in consequence of the new increase of trade which has come to the railways from these very coal trains which I have already mentioned.

1142. Does it not appear just and reasonable that the company which provides the siding accommoda-

tion should receive something beyond mere mileage rate for conveying the coal?—It was upon that ground that the terminal was proposed to cover the expense of keeping books and so forth; but these sidings, we contend, are for the benefit of the railway company, because they bring to the company trade which they would not have, if they did not provide that accommodation.

1143. Take the case of two railway companies; one of them carries the coal, say for 10 German miles, the coal then passes off that line on to the line of the next company, who also carry it for 10 German miles. The coal is then discharged at a station belonging to the second company, at which station the second company must have provided siding accommodation. In that case would it not be fair that the second company should receive something more than half the total charge for the carriage of the coal, the siding having been provided at their cost?—Yes, in the abstract it appears to be so, but when you recollect that the other railway company has also its stations at which coals, I may almost say certainly stop, and they have similar things to take into account, it equalizes itself, I think, all over the system; they obtain the advantages resulting from encouraging the trade and bringing into use the first necessity for manufactures; the collateral and indirect advantages have been generally found by liberal minded thinkers upon the subject, to balance any of the little questions of debtor and creditor account at the commencement of the trade arising from these causes.

1144. I will suppose that a train of coals is carried for a certain distance over different railways, and the distance so carried over I will divide into three equal parts. Suppose that each of those three parts belongs to a separate company, that the coals are loaded at the station of one company and pass along the line on to the line of another company without being unloaded, and that they are discharged at a station belonging to a third company. Would it not be fair that the companies which have provided accommodation for loading and unloading should receive more than the intermediate company which had not, and would it not be manifestly unjust to give a full third to the company which had incurred no expense for the loading and the unloading?—Clearly in the particular case that is put, but I believe that most of the large railway companies in London provide vast accommodation for the coals, even storage room and so forth, at very moderate rates indeed, whereas the German railway companies which I have spoken of provided nothing but a siding. Following the advice that I gave to the railway directors in Hanover, founded upon the example which is furnished by the railway companies in London, they have had a harbour constructed, and they have provided means for delivering the coals off the railway into the ships, feeling that thereby they brought new traffic over their system which otherwise would not have come.

1145. (*Mr. Glyn.*) As I understand you they do not stack the coals upon the railway stations at all?—As little as possible.

1146. Do they do so sometimes?—Yes. The railway companies let to the coal owners a place for their accommodation.

1147. For which they have to pay a rent, I suppose?—Yes; the charge is not included in the terminals I have been speaking of.

1148. (*Sir Rowland Hill.*) You have compared the fares charged on the German railways with the fares charged on the Irish railways. Can you say anything as to the comparative speed of the trains in Germany and in Ireland, referring now to the passenger trains?—I cannot speak exactly to that point, but from the experience I have had in travelling I think there is very little difference between them; the quick trains in Germany are very good indeed.

1149. Are they so quick as the quick trains in Ireland?—I should think there is very little difference between them; it is something like 35 miles an

hour, I think, and by the courier trains in Germany the accommodation is unquestionably better.

1150. Is the speed in Germany equal to the speed in Ireland?—I cannot say, but I may say this, that whilst the Irish railways are so depressed, many other railways in Germany, besides the Cologne and Minden, are also paying very large dividends, and some of them along this very North German Union to which I have referred.

1151. (*Chairman.*) Is there any competition between the different systems in Germany?—Competition is by law prohibited in Prussia, but they are feeling the error of their ways, and with reference to that the government itself is at the present time very liberal minded. Statesmen in Germany, who take large views of the subject, are disposed to do away with the law which prohibits competition, and in Prussia the government itself are absolutely changing the law and promoting lines in order to produce competition.

1152. (*Lord Stanley.*) In what manner can competition be prohibited by law?—By an express enactment in the original law on the subject, whereby a line cannot be conceded by the minister which should be deemed to be a competitive line. They wish to reform the law in that respect.

1153. Then the laws have guaranteed to railway companies a monopoly of a certain district?—So far as the question of what is a competing line goes, but there have been found openings for evasion, for instance if a line does not go from end point to end point of its competition, it is tried to be evaded. The Government think that it is wrong, and they are promoting state lines, and they wish to have the law changed; they are also promoting canals for the purpose of making a reduction in the rates charged.

1154. (*Lord Donoughmore.*) They are promoting state lines in competition with lines which have been made at the expense of private companies?—Yes, they are, for instance the Bergish Markish Railway; and with the full consent of all parties in Parliament who see that there has been a palpable error committed, and that competition is the sole means of keeping down the rates. The Germans are now pretty well convinced that low rates will produce high dividends, and that they have committed an error in limiting the dividends to a certain figure and then reducing the rates for the purpose of keeping the dividend down. That is a matter which is better understood at present.

1155. (*Lord Stanley.*) If a line of railway has been made upon an understanding with the Government that the promoters of the line shall have a monopoly of a certain district, how can the Government break through that understanding without incurring the reproach of committing a breach of faith, or making in some form or other compensation to the railway company whose privilege they take away?—They seek to make compensation in some other form by conceding to them certain privileges which they had not before. The Commission are aware that legislation in Prussia is totally different from legislation in this country, and this is a subject to which I meant to advert; for instance the preliminary expenses attendant upon the passing of a railway bill, or rather obtaining a concession, there are very low indeed. I believe I am right in saying that the various expenses of one class and another accompanying the passing of railway bills in this country before a sod was dug would amount to something very nearly like the cost of the whole of the Prussian railway system.

1156. (*Mr. Hamilton.*) With what department does it rest to authorize the construction of a railway in Prussia?—It rests with the Minister of Commerce and Public Works I believe.

1157. Then the restrictive Act to which you have alluded would be an Act restricting his discretion?—Precisely, as I understand the case.

1158. (*Mr. Horsfall.*) Is not the guarantee you have spoken of as being given to certain railway com-

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panies limited to a certain term of years?—I cannot speak with certainty upon that, but it is generally so. A concession is generally limited to 50 years with the power of increasing its duration upon the application of the whole company, and with the sanction of the State.

1159. The question is, whether these concessions are not made to certain railway companies upon the understanding that after the termination of a certain period, say 15 or 20 years, the Government shall have power to take possession of the railway?—That is only in the case where the Government has given a subvention at the commencement. I know that that exists in the case of the Cologne and Minden railway. I believe that it does not exist in the case of the Rhenish railway, nor in the case of various other private companies.

1160. Is it not also the case in France that the Government has power to take possession of a railway after a certain term?—I am not aware.

1161. (*Mr. Glyn.*) You have alluded to the large dividend which some of the companies in Germany are paying?—Yes.

1162. I suppose that in those cases the capital of the company is based upon the same principle as that to which you have alluded before—there being a very small real capital, the rest of the money having been borrowed?—I will give you the facts. I have already quoted the Cologne and Minden Railway. The Rhenish Railway, with a capital of $6\frac{1}{2}$ millions, has only three millions of original shares. It is 227 miles long, and it has cost 21,749*l.* a mile. That company paid in 1863 six per cent.

1163. Do you mean upon its own capital?—Yes; after paying off all the interest and the sinking funds and its loan charges for the year. The Bergish Markish Railway, which is under the management of the Government, and which I believe was originally a private company, has cost four millions of money, and it has 1,900,000*l.* of original share capital. It is 158 miles long, it cost 22,000*l.* per English mile, and it has paid $6\frac{1}{2}$ per cent., or it did so in 1863. The Berlin and Potsdam Railway, from the Elbe to Berlin, cost 2,200,000*l.*, it has only 750,000*l.* of share capital, it cost 22,484*l.* a mile, and it paid 14 per cent. in 1863.

1164. (*Sir Rowland Hill.*) Is not the same principle adopted by many, if not by most, of the English railways—paying up a certain amount of capital and then borrowing what may be wanted beyond that?—The proportion in Ireland is a very much smaller proportion of loans. I believe it is from a third to a half. I believe it does not exceed one third. I may mention one more—the Magdeburg and Halbertstadt Railway cost 735,000*l.* and the share capital amounted to 255,000*l.*; it cost 13,360*l.* a mile, and they have paid 22*½* per cent.

1165. (*Chairman.*) Has the Government in all cases a voice in settling the tariff on the Prussian railways?—Only on those which are under the Government control, or receiving Government loans.

1166. Are the other railway companies at perfect liberty to charge what they like, and is there no restriction?—I am not aware.

1167. (*Mr. Glyn.*) Is there no fixed tariff?—Yes. A tariff is published by every railway company.

1168. Is it fixed by the same body?—I think I had better not answer that question, for I might mislead the Commission. I will ascertain how that is; it is probably defined in the original concession.

1169. (*Mr. Gower.*) On the Government lines do they in practice interfere as to fixing the rates, or do they leave that to the discretion of the managers of the railways?—The Government departments manage everything themselves. Everything must be approved, every stage of it, every change of any kind that is made as to rates, or putting on trains; and so forth, must be approved, of course on the suggestions of the local managers.

1170. Are they supposed to fix the rates with reference to the interests of the public, or with refer-

ence to the interests of the railway companies?—The principle propounded by almost all the various States which I have visited—Hanover, Brunswick, and Bavaria—is to fix the rates more with reference to the interests of the public, keeping their interests in view, than the interests of the railway company; but then, taking Brunswick, for instance, and Hanover too, the gentlemen who are at the heads of those departments have been there from the very commencement, and are very clever men, and the chairmen of the Government Boards, and they have devoted in those two cases the most enthusiastic attention to the subject, and generally their representations are accepted by the Government of the State. In Prussia everything is submitted with the greatest formality, and it has to go through all the stages that it is possible to pass through before anything is done.

1171. In your efforts to persuade the Governments that a reduction of the rates would be beneficial, did you not put forward, as a chief inducement, that it would be profitable to the railway companies themselves?—I put forward a double inducement that it was essential, in order to raise the interests of the trade of the country, that it was the very lever by which the whole trade of the country could be raised, and that it would, instead of being an injury, absolutely be a profit to the railway companies. I wrote in those terms, and I laid particular stress upon my opinion that it was essentially the duty of the Government to set the example on the State lines.

1172. Was it not part of your case that it would be no loss to the railway companies?—Certainly. I showed that the cost was about a farthing a ton per mile, while they would receive nearly a halfpenny, and therefore that it would be a profitable concern; that if the mass of the business done was large it would justify their putting on additional rolling stock, and it has turned out to be so.

1173. Do you think that they would have sanctioned it if it had been a loss to the railway companies?—No.

1174. You do not think that they would have sanctioned it if it had not been for benefit of the companies?—I do not think that the department would have felt justified in doing so.

1175. (*Chairman.*) Are you of opinion that the Irish railways could be managed more advantageously for the country than they are?—The management seems to me to be an exceedingly difficult question. I believe that competition is essential to success in almost all great commercial matters, I believe that it is totally foreign to the office of the Government to manage railways, and I say so, because I have spent the greater part of my life in the Government service. I think it is peculiarly so in this country and with our constitution. It succeeds in some of the districts of Germany tolerably well. In Hanover nearly all the railways belong to the State, and in Brunswick it is so also; but then, as I have already stated, there are men there who are really masters of the position in each of those cases, and who have been there since the birth of the system, and who carry it out with the zeal of originators, but the difficulties which arise from delays before anything can be done are excessive. With regard to Ireland the consolidation of the management, as it has been pressed upon me by some friends of mine, and putting the whole of the system of Irish railways under one management, however tempting, I fear would only lead to a monopoly, whilst at the same time the present state of affairs there is greatly to be deprecated. The railways are not joined together, and they have remained in that unconnected state for very many years. Of the railway systems which come into Dublin none of them go down to the harbour; they approach it, but they are not connected with the harbour or the shipping. The Midland Railway within the last two years has done what was proposed to be done very nearly 18 years ago, namely, to connect itself with the harbour, and that is the only exception; the difficulty of passing from one system to another still re-

mains. The northern system is in a great number of hands, and I have no doubt that that creates many difficulties in the management. The late manager of the Midland system has explained to me that goods passing through the centre of Ireland owing to the want of meeting trains, say, from Cork to Belfast will take very nearly a week, in the ordinary course of things, from various stoppages and delays which occur, whereas we know that if a suitable connexion were made—for instance in Dublin—they might go through in ten hours.

1176. What is your view as to what ought to be done in the case of the Irish railways?—I confess that I am greatly at a loss to know. I cannot reconcile to my mind the principle of the Government managing such things, and the question is, what can be done. Unquestionably, if capitalists in this country were to take up the whole system, and to reduce the rates—for I look upon a reduction of the rates to one half as essential—it would lead immediately to a loss, and they would not recover from it for two, three, or perhaps, four years. Then we come to the development of traffic, and that has been hitherto, I may almost say, prevented. But, if the difficulty of that period of loss could be got over, I would still say that the system of management by the companies, keeping up the separate interests by competition, would be the best, if a control could be got over them, to induce them to carry out a reduction of the rates. If, however, they cannot be convinced, like the Germans, and persuaded to reduce them voluntarily, then the question will remain, for the interests of the country, whether those gentlemen can be met in anything like the way in which we, the coal owners in Germany, met the railway companies, by giving them a guarantee during the time of the experiment.

1177. Do you believe that a great deal of traffic might be developed in Ireland which has now no existence if it could be carried on at much lower rates?—I am convinced of it; but I do not take the exaggerated view that many persons do upon this subject, and who seem to think that people will travel who have no business to travel; for instance, I do not believe that to run trains from London to Ramsgate in the winter season, at low rates, would induce passengers to go as they do in the summer time, or that it would fill the trains. People would not go even from London, and *a fortiori* they would not go in the agricultural districts of Ireland. But I believe that a reduction in the rates to something like the German standard would unquestionably develop, both in passengers and in goods, but still more in goods, a very large traffic. I believe that the goods traffic in Ireland is very small indeed, in comparison with what it ought to be, and would be. Upon most well developed systems of railways, the income from the goods traffic greatly exceeds that which is obtained from the passenger traffic; but taking the great systems in Ireland, the Great Southern and Western, and the Midland (until the last two years), and the Northern, when they approached Dublin there was a break in the communication for goods, and there was cartage through the City of Dublin, and all those difficulties, which no doubt had the effect of preventing a large or increasing goods traffic. I have found it to be the same in Bremen, Hamburg, and Rotterdam, and other places, with the coal traffic, that unless we went alongside the ship, and discharged the coals out of the railway waggon into the ship, it was quite enough to cause us to lose the markets we sought to open.

1178. (*Mr. Glyn.*) You have given, as an illustration, goods sent from Cork to Belfast, and you state that there was great delay; does that delay chiefly arise from the want of local accommodation as between the different railways, or from a want of harmony and system between the respective boards?—I believe that it does not arise from a want of harmony, but, as I understand it, it arises from this:—that, upon each little branch upon which a waggon may come, it must remain until the next train arrives which

is going in the direction required, so that in that way a waggon sleeps, as I may say, many nights at various stations along the way before it reaches its destination.

1179. Does not that show a want of concert between the respective boards?—If there is not a through traffic organized to enable them to send on trains, that might account for it.

1180. Would not that be remedied by making proper through traffic arrangements?—Then there must be a sufficient traffic to justify the owners of the little branches to put on a train for that express place; for example, if it were desired to send a waggon, or two, laden with flax goods to the north of Ireland from the south, to be manufactured, say in Belfast, unless they could make up a train-load there would be a difficulty in a quick transit by cross lines, whilst, if the main trunks were joined in Dublin, these two waggons could run through with the ordinary trains.

1181. Would not the object be attained if the trains of all the companies were allowed, as a matter of course, to run over that small railway?—Clearly; running powers ought to be given.

1182. Would not that considerably tend to cure the evil?—Yes; if the traffic was there, but I am not aware that it is there. I do not believe it is developed.

1183. (*Lord Donoughmore.*) The illustration that you have given refers to goods being brought to Dublin by railway, but have they not an additional difficulty to contend with, viz., the competition by sea?—As far as my experience has gone there is nothing to be feared from that. Take the coal traffic from the north to London, the railway competes with the sea; and the traffic from the north to London by railway has slightly, as far as my experience has gone, increased on the railways, and is decreasing in the shipping. I believe that most classes of goods and particularly the low priced goods, will not bear the cost of transshipment and cartage, say to the ship in Cork, and again taking them out of the ship at Cork, and then cartage again to the store in Belfast. If a waggon, as a principle, can run from the producer to the consumer, that will put down every competition.

1184. (*Mr. Glyn.*) What is the rate per mile for the carriage of coals in Ireland?—As far as I have been informed, the rates for coal in Ireland are about a penny per ton; $\frac{3}{4}$ ths of a penny is the lowest I have heard of.

1185. (*Chairman.*) Is that nearly about the rate charged on all the lines?—I am told so.

1186. (*Mr. Glyn.*) Do the companies find the waggons, or do the owners find them?—There are no private owners of waggons in Ireland, I believe.

1187. (*Lord Stanley.*) You are of opinion that if the railway fares in Ireland were generally reduced to the extent of something like one-third of what they are now, the success of the experiment, after a certain number of years, would be certain; but that a loss during that time would be equally certain?—Yes.

1188. Who will have to make up that loss?—It is perfectly certain that there would be a loss in Ireland, and that the recovery of it would be slow; but I believe it would be perfectly certain. The doctrine propounded by some of the chairmen of the railway systems in Ireland, was, that there existed only a limited supply, and that it was useless to suppose that that supply would be increased. I believe that that is a complete begging of the question; but I heard the same arguments constantly used when we first commenced our attempts in procuring reduction in the rates in Germany. The parties are now convinced that production has gone on step by step with the facilities which have been afforded for transport.

1189. (*Lord Donoughmore.*) You stated, I think, that the district with which you are connected in Prussia is a vast coal field, and that it has enormous capabilities of production, which are not yet developed?—Yes.

1190. I wish you to compare the chances of traffic in Ireland, which as you are aware, is not a coal producing country, with the chances of increased traffic

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from the lines of railway running through Westphalia; and do you think it is reasonable to hope, supposing that the rates for the carriage of goods in Ireland were reduced, that there will be such an increase of the traffic in Ireland as in Westphalia?—No, I do not believe, without reference to the matters which I have alluded to in my evidence, that Ireland would produce it, but I may say that I look to the introduction of coal into Ireland as the lever and the means of improving that country, coupled with low rates for the transport of goods, beyond anything else; and I propose to show that it is practicable. Dublin is at present the very centre of the various railway systems in Ireland, it has been so for a long time, and when I was in office, it was an object of interest to me to draw attention to the necessity of forming connexions between the various railways in that country and the ports of Dublin and Kingstown. After many years this was not carried out, but recently an Act has been passed through Parliament for the purpose of effecting this connexion. I was consulted upon it at a very early stage, they sent out to me in Prussia the designs. I advocated the matter, and encouraged it in every way, but I suggested that special reference ought to be had to the development of the coal trade, and the importance of certain docks, called the Grand Canal Docks, whereby a branch being laid down to them, a through system of communication, which is so successful here, for example, at the Victoria docks, might, with the greatest facility, be established there. As far as my experience has gone on the Continent, and everywhere else, I have seen no manufactories, nor any great industry successful, where there has not been a regular supply of coal, even where there has been water power, wood, and turf in abundance. I believe that it would be quite practicable to deliver coals in the interior of Ireland 100 miles from Dublin, at a cost varying from 1*s.* to 16*s.* a ton, and to have it regularly supplied there, so that manufacturers and other persons requiring it should feel satisfied that they would be quite safe and secure in commencing operations there. That is only to be accomplished by bringing coal in vessels, or I will say steamers, from the English coast, right alongside the railway in the harbour; for the present moment, I will say in Dublin, which is the centre of the railway system. There it could be unloaded from an 800 ton ship, or a 600 ton ship or steamer. She could come in, if suitable arrangements were made, and discharge her coals in a space of twelve or fourteen hours into railway trucks, and the railway trucks could go off into the interior of the country, to the places of consumption. I am assuming that the coal would be put on board the vessel on the coast of England, it is done frequently at Newcastle, and places thereabouts, for 6*s.* a ton, and I take it that about 4*s.* a ton, on a large trade, would pay for the carriage of it, assuming that suitable arrangements were made to carry the trade on, and that the railway companies would deal with the matter in hundreds of thousands of tons, and that the same company would provide depôts at the various internal stations of Ireland (as the advantages of the system developed themselves), and in the places in which it might be necessary to furnish coal. The coal would then be carried at the same rate as in England and in Germany, and in waggons going from the harbour to the interior of the country. It could be carried 100 miles for 4*s.* 2*d.*, which added to 4*s.* would make 8*s.* 2*d.*, and 6*s.* would make 14*s.* 2*d.*, then adding 1*s.* for unloading, 15*s.* 2*d.* would be the cost of the coal carried to a distance of 100 miles from Dublin. I have a very strong belief that that is practicable, and a proposition has been already made for the purpose arising from my suggestion. I have conversed with an engineer in London, Mr. Mallet, who is well acquainted with the metallurgical productions of Ireland, and a proposition has been made for the purpose of utilizing the docks to which I have referred. I believe that a very important return trade is to be had from Ireland. To my knowledge there are nu-

merous ores in Ireland which lie and must lie perfectly useless unless either coal is taken to them or they are brought to the coal, the former being the most natural and certain course. The same railway truck that would take the coal into the interior of the country could bring back not only those ores, but many other raw products, such as marble and fine earths, pottery earths, and so forth, and various other articles of a very cheap class. They could bring them back with advantage at half the price that the coal was carried at, and those same train loads might be put into the coal ships and returned to England (supposing that the arrangements were completed, it would of course take some years before that would be the case), but in that way the coal ships would be able to go back in a second or third tide, and sail away from the harbour to the English coast. In this way the railways would carry the fuel into the remotest parts of Ireland at the cheapest rate, affording a means for the steady development of the industry of all classes. There is a great want of railway facilities in this respect. For instance, Ireland produces a large quantity of wool, and it all comes away, I believe, in a raw state to be manufactured; it is not manufactured there. Although water-power is cheap, yet it does not appear in the end to be adopted, and in fact the result of any observations which I have been able to make in other parts of the world has been this, that manufactures themselves do not thrive without the assistance of the coal, regularly and cheaply supplied. I believe that coal would in this way be in many parts of Ireland as cheap as in many parts of England.

1191. (*Lord Stanley.*) You are probably aware that there has been a great increase in the consumption of coal, especially in the southern parts of Ireland?—Yes; since the establishment on a similar principle to that I speak of by a gentleman at Cork, who is a large shareholder in the Dutch-Rhenish railway, and who has been introducing coal into Cork as I understand, and into the interior, is sending it by railway.

1192. (*Mr. Hamilton.*) I suppose that even if lower rates had not the effect of introducing manufactures, which you seem to be sanguine about, into Ireland, you would have no doubt that those lower rates would materially develop the resources of Ireland in every way?—Unquestionably that would be so. I have alluded to the development of manufactures, mainly by the introduction of coal; but a reduction of the rates for travelling, and for the carriage of agricultural produce, for instance, from the purely agricultural districts, like the western parts of Ireland, and some of the southern parts would be most beneficial. I may ask what can be more absurd than the idea, for instance, as I find in the case, that a penny per ton per mile is charged for the carriage of dung, as it is reported to be in Ireland. They charge such high rates there, that there can be little or no traffic, for one would scarcely think of loading such articles at such rates.

1193. On what railways in Ireland is that rate charged?—I understood it to be the general rate; I had that from Mr. Forbes.

1194. Can you compare that with the rate charged on the English railways?—No; I cannot.

1195. (*Chairman.*) You think that the traffic might be greatly increased in Ireland by charging low rates for the carriage of purely agricultural produce?—Yes; I think that the mission of railways is to diffuse the benefits which they are capable of conferring equally from the manufacturing into the agricultural districts, and to raise the character of the whole in Ireland, and it is particularly practicable to do so in Ireland, because the island after all is small, and the railways in the greater part go through agricultural districts. At their termini they are generally connected with harbours on the sea coast, and other places, from which traffic may be developed. I have heard facts stated, connected for instance with potatoes, which are produced on the coast of

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Galway, and are brought all round a dangerous coast to Dublin, in consequence of the high rates charged by the railway companies, which prevent them from being sent across the country. I may mention that in Germany lately a project has been started, which has been partly carried out, to carry corn, wheat, &c. from Hungary, and take it the whole way to the coast opposite to England, running down through the whole of the Continent, in preference to sending it to Trieste, to come round by sea, it being carried at the favoured rate which we have introduced, one pfennig per centner a German mile; the railway companies agreeing to take it in full railway trains. In the late difficulties, about a year ago, in Prussia, the Government did interfere about rates, and from the eastern or agricultural provinces of Prussia, partly by its influence, and partly from the position of those provinces, the railway companies were induced to carry potatoes, corn, and agricultural produce from those agricultural districts into the manufacturing districts of Westphalia and the Rhine at very low rates similar to the coal rates, but attaching the same condition that they did in our case, that the train should be full, and should run through.

1196. (*Capt. Galton.*) That is to say, full train loads?—Yes.

1197. (*Mr. Glyn.*) Are they acting upon that full train system upon the French coast with regard to the produce sent from Hungary?—I am not aware whether it is now in operation.

1198. (*Chairman.*) From your knowledge of Ireland, do you believe that there are numerous resources in that country undeveloped?—I am perfectly sure that there are.

1199. Are there any ores which are sufficiently rich to pay for working them at present?—Yes, quite rich enough to pay for working, if they are only brought to the coal, or the coal is taken to them. I have referred to Mr. Mallet, who is a metallurgist, and is thoroughly acquainted with the mineral wealth of Ireland, and which are the positions where it is best available to be developed by railways. I have myself seen quantities of minerals lying about in Galway, which have been brought down to the harbour, but which could not be sent away on account of the expensive carriage; and in many other districts iron ore is very abundant and of a superior quality, but there it lies.

1200. (*Lord Donoughmore.*) There is coal there too, is there not?—Yes; but unfortunately it is not as free to work as our coal is in Prussia, and it is often embarrassed with some difficulty as to the title.

1201. You are so familiar with Ireland that I need scarcely remind you of the Kilkenny and Tipperary coal districts; you are aware of them?—Yes.

1202. Is it not an extraordinary fact that, although those mines have been worked for many years, no railway company has ever thought it worth its while to run a branch into either of those districts?—Yes; but I assume that the coal could not be obtained in sufficient quantities to pay, by its transit over the line, the interest upon the money expended. I know that the coal is of the anthracite kind, and that it is difficult to get out cheaply in large quantities.

1203. The beds, I believe, are not thick?—No; I believe that, at the present time, the whole of the collieries in Ireland do not produce so much coal as one of our collieries does in Germany, which I have worked myself. But I do not assume from that, that they could not produce vastly more than they do, and the first essential is what you have referred to, a connexion with a railway. Without that connexion—without the waggon goes to the coal pit—it is impossible to send coal to any distance at a cheap rate. Coal is a very low priced article, and it must be so; therefore it will not bear the cost of transhipment except where it is taken in large quantities, and on a well organized system, as I propose to send coal to the centre of Ireland itself.

1204. If it is not worth while to make branch railways to develop the Irish coal trade, what reason-

able ground is there for hoping that a reduction of the rate for the carriage of coals would very much increase the English coal trade?—Because that English coal trade is already developed; you can have any quantities that you wish to have from England over to Dublin. Ireland imports at the present time about two millions of tons, and I understand that about 600,000 tons of the gross quantity go into Dublin, and this, without any connexion of the railways with the harbour, or with each other at Dublin, so as to facilitate the passage of this cheap article throughout the country. If, then, you can go and buy coals largely on the coast of Whitehaven and Lancashire, the coal owners will deliver their coals into the ships at the average price which I have stated. I do not mean all screened coals, but I mean the coals that come from the pits, for the Irish could consume the slack as well as the large coal, at anything like 6s., and if you deal with hundreds of thousands of tons, I believe there is no question that that coal would be taken cheaper into Kilkenny than you would get the Kilkenny coal for. I have been making arrangements to run coals to Paris from Westphalia through the middle of the Belgian coal field, and I can do it to-morrow with the same advantage to myself as to Berlin, if one link in a branch of the railways will agree to the same rate for the through trains.

1205. (*Capt. Galton.*) At what rate?—At less than a halfpenny a ton per mile.

1206. (*Chairman.*) Can you raise coal in Prussia better than they can in the Belgian coal fields?—Yes, our coal beds are from 4 to 6 and 7 and 8 feet thick, whereas the coal beds in Belgium are by no means so thick, they are not more than three feet thick. In addition to which, they have combinations amongst the coal owners, (which practice, however, no doubt will find its level,) by which they keep up the price of coal in Belgium.

1207. (*Sir Rowland Hill.*) Are the wants of Ireland, in respect to coal, now supplied in abundance at Belfast, Cork, or Dublin?—At Cork I am told that it is increasing very much. I understand that they have made arrangements for effecting a communication between the railway and the harbour.

1208. Is coal cheap in the different ports of Ireland?—In the eastern ports it generally is.

1209. Cheap and abundant?—It is very irregular. In Dublin the supply is very irregular, the coals running up to a very high price if there is stormy weather, for instance, because Dublin is supplied by small sailing colliers that come into the port and there sell their coals in bags out of the holds of the vessels, which is taken away in carts, but there is no organized coal trade there except supplies for gas works, &c.

1210. Is it used in any of the ports largely for the purposes of manufactures?—Very largely for the manufacture of gas, and for any manufactures that may exist; in Belfast, for instance, it is used extensively for manufactures.

1211. As I understood you, you expect that if communication with the interior parts of Ireland is made very cheap, coal will be very largely used for manufacturing purposes?—Yes, for private consumption and for manufactures.

1212. Of course the supply to the ports of Ireland is quite independent of the internal communications, and I should like to know whether the ports are now supplied cheaply and abundantly with coal, and whether it is in the ports or in the neighbourhood of the ports applied largely to manufacturing purposes?—It is so applied in the ports of Belfast, Dundalk, and Newry; and with regard to what manufactures there are in Dublin, what they want is a connexion between the ship and the rail, which I consider would originate a greatly increased demand, and almost a new trade.

1213. (*Capt. Galton.*) At the present time, there are no facilities for unloading coal in a cheap manner from the ships in any of those ports?—I will not

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say, in any of the ports. I have not been in Belfast for some years.

1214. (*Sir Rowland Hill.*) Can you explain why those facilities have not been afforded?—That would be to explain an anomaly which exists, not only in Ireland, but in many other countries, which advance slowly. These facilities have only as yet been recently afforded in London, and they are not yet afforded to the fullest extent. You unloaded the coal up to a few years ago into barges, and brought it up the river, but now you have got an improved system at the Victoria Docks; they have there erected hydraulic cranes, and they unload coal extensively, and put it into the railway trains, weighing the coal and discharging very large cargoes within the space of a day.

1215. All that is the result of private enterprise, is it not?—I believe it is, and nothing else does in England. There is a very great want of enterprise in Ireland; take, as an example, the question of the connexion of the railways. There is the Great Southern and Western; the Midland Company are the first who have done anything, but the Great Southern and Western and the Drogheda lines come very near to the port, but not to it, and there they have remained for many years in the same state, the lines were constructed without giving that connexion, and when the matter was suggested to some of the parties, what they said was, "How can we do anything with it, we are only making a small rate of interest on our money; instead of improving, everything in Ireland is going down, so that we had better let matters remain as they are." There is a want of enterprise; but I should suppose that there is no want of capital if a right policy were adopted.

1216. (*Capt. Galton.*) Do you know the present price of coals at the stations in Ireland in the centre of the country or at Belfast?—I do not; but I have recently heard that in Kildare Mr. More O'Ferrall gets his coal at 14s. or 15s. a ton at a place not very far from Dublin.

1217. (*Lord Donoughmore.*) But that coal is taken by canal?—Yes; and there is Mr. Monsell also, who informed me, by shipping at a suitable season he had coal at a cheaper rate in the south-west.

1218. (*Capt. Galton.*) Do you know at what price coal is delivered in Limerick?—No; but I know that years ago it varied immensely in price.

1219. (*Chairman.*) Are you of opinion that the freights on railways ought to vary according to the time of the year?—No. What I say is that you cannot make a rigid rule, and that to propose fixed rates as a rigid rule, per mile or per ton, is inconsistent with the very nature of the trade itself, because it must vary with the circumstances of the locality, and must vary even with the times and seasons. I illustrated that by referring to Ramsgate, which, in the summer season, will pay the railway company well with very low rates, but of course in the winter time no one will go there.

1220. Are you not in favour of imposing very strict restrictions on the liberty of railway companies as to fixing tolls?—I should be disposed to fix a very much lower maximum than at present exists, but to allow the greatest possible liberty to railway companies to go below that maximum.

1221. If they reduced their maximum in certain cases, you would not allow them to reduce it in all?—No. I believe that the management of railways is a profession, a science in itself, which requires the deepest study, great powers of combination, and a great knowledge of the country, and of the traffic to be carried,—and I do not believe it is wise to fix arbitrary rules, and to prevent that gradual development of knowledge that railways themselves at this time are only just unfolding. How far one may go in either a reduction or overcharge, in the rates of freight is the great question for the public. The passenger traffic, after it has reached to a certain amount, as far as I have observed in almost every country that I have visited, varies very little therefrom, whereas, on the other hand, as to the rates for the carriage of goods, of

cattle, of agricultural produce and mineral produce, no one has, I verily believe, as yet arrived at the boundary to which one may go with profit to the railways by a reduction of the rates and affording facilities for carrying traffic through a country. I take it that the mission of railways is not merely to carry the traffic that exists in a country at the time they are formed, but to seek out and make new traffic altogether in the country as I have already pointed out that we did in the particular case I mentioned. Markets were only available by railway for 10 miles when we began, and we have made them available now, with enormous advantage to the railway companies, for nearly 100 German miles.

1222. You do not think there is much probability that the present railway companies in Ireland will fulfil that mission?—I do not believe they will, they have not the courage, and, considering how they stand as to their shareholders, perhaps it is impossible to expect it. They see a certain loss before them, and they will not study nor consider the question of the future gain which they might make, and perhaps they cannot. Their argument is, we have here a certain traffic in the country,—that is what we have to carry,—and we must make the most out of that. I believe that to be a complete fallacy in railway management, and I believe it to be a begging of the question too; and it has been proved elsewhere where a reduction of the rates has been steadily carried out for a sufficient time. They also say, and you will hear railway managers say it every day, that an article must come to a certain railway. We had the same difficulty to deal with in Germany; they said, Our line is there, that article must come to it. But they made a very great mistake, because only so much of that article would go as could not help going—no increase of that article would go on it as long as the rate was nearly prohibitive or even discouraging.

1223. (*Lord Donoughmore.*) Are you aware that of late years the profits on Irish railways have gone on decreasing very much in the last year or two?—Yes, and I attribute that to the fact of their absolutely driving traffic away from them.

1224. You think that they have starved the traffic by maintaining high rates?—Clearly.

1225. You do not think that this depreciation is to be attributed to the emigration of the population, or to the sufferings of the agricultural classes in that country?—The more the population has decreased of course the fewer they will have to carry; but I think the error which has been committed by railway directors in Ireland has been in assuming too much that railways are constructed for passenger instead of for goods traffic, for the goods traffic would serve more to develop, at low rates, the resources of the country and to pay railway companies than the passenger traffic. The German labourer gets about from 1s. 4d. to 1s. 6d. a day, and the Irish labourer does not get 1s., I dare say that is the case in the western districts even now. Formerly it was not more than 6d., and in Germany you see the labourers travelling by railways. You see the German women coming in with their large baskets of vegetables or fruit a distance of 10 or 15 miles into a market town at a cost of 3-8ths of a penny per mile, and they make their marketing before 12 o'clock in the day, and go away in crowds. That is not so in Ireland, except in the neighbourhood of Belfast, where it does partly exist. The third-class passengers in Ireland are charged the same fare as the rich part of the people are charged in Germany who travel in upholstered second-class carriages, and the anomaly to any one who frequently visits both countries is so striking as to remove every shadow of doubt as to the impropriety of the rates which exist in Ireland, and the want of accommodation, especially for the poorer classes. I have here facts to show how much the third and fourth class passengers pay in Germany in comparison with the first.

1226. (*Lord Stanley.*) How do you propose to get over this difficulty, that there must inevitably be at first

considerable temporary loss, and that that temporary loss will have to be borne by the shareholders, many of whom have not, and do not intend to retain any permanent interest in the railways, who buy one day and sell the next?—I can see no remedy but an analogous one, just to compare great things with small, to that which we have done in the coal agitation in Germany, to guarantee the railway companies against the loss.

1227. But who do you propose should do that?—I do not think it is practicable in Ireland for any one but the Government or the public, but I think it would be just as to the public.

1228. It is the case of Ireland with which we are now dealing, and what can you suggest that would meet the case?—I think it would be desirable to run the risk of guaranteeing the loss, provided the Government took care to control the carrying out of the experiment.

1229. How do you propose, inasmuch as the loss for a certain number of years will be a certainty, that the Government should recover that which they would sacrifice, for I do not suppose you intend that the Government should grant a subsidy to Irish trade in the form of a guarantee upon which there must be a loss?—I am afraid it would end in their doing so, but I cannot reconcile with any system of sound policy the Government retaining the railways after they had yielded more than a given per-centage in order to recoup the public. If a private company or great capitalist could undertake the management of affairs in Ireland and carry them out firmly, I believe it would pay them right well to lease all the railways in Ireland for 10 or 15 years, and to make experiments in reducing the rates; but I dread the monopoly that would arise from that private company being in sole possession, for they would still be a company with their naturally monopolizing tendencies, and they would probably allow certain lines to get out of repair, and not keep others up.

1230. (*Capt. Galton.*) Why should they let certain lines get out of repair?—Because they could work the traffic cheaper over the others, but in that way the benefits of competition would be lost to the public.

1231. (*Lord Stanley.*) What I understand you to suggest is this, that the Government for a certain number of years, as many as might be necessary, should vote out of the taxes of the United Kingdom what would in effect be a subsidy for Irish trade?—I see no other means of compelling the railway companies to reduce their rates, for they are not open to conviction, and if they were, their shareholders would not allow them to do so for an experiment, otherwise I am totally opposed to the principle that the Government should do so, and there is but one justification of it, which is, that the whole system has been forced upon Ireland by the Government. When the first Railway Commission was brought forward, the late Sir Robert Peel, I remember at the time very well, contended on very large, general, and sound principles, that it was private enterprise, and that private enterprise should be left to have its way, and it would rectify itself; but, unfortunately, the circumstances of Ireland were totally different from those of England. The railway directions that were formed started with tariffs and rates upon the principle of the whole English system, instead of starting with rates which were suited to the country, and I believe that those high rates have tended materially to increase from the very commencement the embarrassments arising out of the state of Ireland.

1232. (*Capt. Galton.*) In what way do you mean that it was forced upon Ireland by the Government?—Because the Government did not accede to the proposition of its own Commission, which was, to have the railways laid out, and executed, in the first instance, by the Government of that day.

1233. (*Lord Donoughmore.*) You have referred to Sir Richard Griffith's Commission, have you not?—No; it was Mr. Drummond's Commission. What I

state is, that State management is wrong, or at least it is not the best—that private management is the best—and if I look at the peculiar case of Ireland, and see that the material development of that country is retarded and prevented by the want of a development of its internal resources by a cheap means of transport, which is the very lever by which the improvement of the country could be effected, one finds it difficult to suggest a remedy consistent with sound principle, when the railway companies themselves will not apply one.

1234. (*Lord Stanley.*) Suppose that the Irish railway companies were amalgamated to a certain extent, were in fewer hands and under at the most two or three separate directions, do you not think that a lower scale of fares might be introduced in this way by a gradual reduction first upon one part of an extended line and then upon another part of the line, so that the loss in each instance being spread over the whole line, would be comparatively small?—I do think that amalgamation might effect much, and I have got that down in my notes. My object in bringing before the Commission the question of the German Unions, was to show that many kinds of benefits are accomplished by the union of certain great districts, even though private companies remained in what were called unions of railways; the same idea struck me as to Ireland, that certain great districts of Ireland might be brought into unions, or the whole of them might be brought into a union. But your Lordship's question goes to the effect of consolidating various small companies in that union, and that is a different view of the question. If one could take the whole of the northern system and the whole of the western system, and the whole of the south-western system, and put them each into one company, I believe that that would be the nearest approach to accomplishing the object, and which, in so small a country as Ireland, would be the most suitable for management. It would thereby save expense in rolling stock, and would give facilities that would be of great importance, whilst it would enable the wealthy parts of a line to make up for the deficiencies that existed on the others.

1235. Suppose an arrangement of this kind, say that a company possesses 1,000 miles of railway, and suppose also, as you contend, that the reduction of the fares to one half or to one third would be ultimately profitable, although involving present loss, might you not accomplish the object gradually by lowering the fares upon 1/10th part of the line each year, so that the loss would not be so heavy at any one time as if the reduction had been made over the whole line?—I fear that a reduction on a certain part of a line would attain but little, and I believe that the experiment, whenever it is made in Ireland, should be made rather over the whole line, and if it is desirable to proceed progressively as to amount, I should advocate a reduction to a half, and not to a third at present. The same view would be carried out by making a reduction over the whole line, but not to the whole amount of half at once, although I think you will find that the most experienced railway managers would recommend a quick development of traffic, and in order to quicken the development of traffic and make a certainty of it at once, a reduction to the scale you mean to go to would be expedient, because that would at once give a certainty to every one living in the district. Many people would say, I will start my manufactures now, because I am sure of this state of things, and it will not be changed; whereas, if there was any uncertainty in the matter, a man would wait. I think that every day that this material and simple question as to Ireland is delayed, the chances of improvement in the country are delayed also; that is how it appears to me, quite independently of politics and mercantile vexed questions. I have followed the improvements going on in Ireland during the last few years, and it has always struck me that this is the great lever that is requisite in order to improve the state of that country.

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1236. (*Capt. Galton.*) Has not the reduction in the rates on the German railways taken place chiefly in the case of new traffic; for instance, the traffic which they carry now at those low rates did not exist before, did it?—Yes, there were 200 collieries in the same district, but they could not get the material to or carried by the railways.

1237. (*Mr. Glyn.*) When you went to the German Unions you pointed out to them the certainty of increased traffic, and directly upon that they granted your application for a reduction of the rates?—I could not show them the certainty, as it was then problematical, and depended of course upon the consumption; but I showed them that if certain quantities were carried, if they began with one express train a week, for instance, that that train could go and the waggons return empty, without any back loading, for a farthing per ton per mile, and that during the time they would receive for that train a half penny per ton per mile; we had to run a risk, and we had to guarantee to the North German Union their full rate for 25,000 tons to Magdeburg.

1238. They did not agree to decrease the rate until you had entered into that guarantee?—No.

1239. (*Mr. McClean.*) Did you find your own waggons?—No; the railway companies find them, and we have reduced it very much to that principle now, that the country that wants the coal sends its waggons into the coal-producing country.

1240. If the Government guaranteed the mortgage debt in Ireland so as to enable the companies to borrow money at a low rate, would they undertake to give a low maximum rate for the carriage of minerals?—I do not know how the circumstances stand as to the mortgage debt.

1241. (*Sir Rowland Hill.*) A large portion of the debt has already been advanced by the Government, has it not?—I do not know.

1242. (*Lord Stanley.*) Assuming, as you have done before, that upon a large reduction of the rates a temporary loss and an ultimate gain are equally certain, do you think that the railway companies would be justified in covering that temporary loss by a loan returnable by means of a sinking fund at the end of a few years, the proceeds from the line being applied to keep the returns up to the average at which they had been before?—With the strong convictions that I have as to the ultimate success of the measure I do not hesitate to say that they would be justified to carry out the policy boldly and efficiently. I believe that any railway company would be justified in taking a loan on the terms of repaying it out of future profits, and the profits to arise in the meantime while passing over the period of difficulty.

1243. Making up the deficit in their income by means of a loan?—Yes.

1244. Do you think that might be done without Government help, or Government interference?—Clearly, in the way of a common commercial transaction, but the difficulty that strikes me in the matter is this, how you are to enforce the carrying out of the system, for, of course, it would require a legislative enactment to oblige them to reduce the maximum rates.

1245. And a legislative enactment to authorize them to borrow for that purpose?—Yes, on the condition of their reducing their rates.

1246. Not compelling them?—No.

1247. (*Sir Rowland Hill.*) If the Government guaranteed the railway companies against the temporary loss arising from the diminished charges, would not that have the effect of neutralizing the efforts of the directors to cultivate the traffic for a considerable time?—I am precisely of that opinion, and I have noted that down, that they would go to sleep on the question, and therefore it is that one objects to the circumstance of the Government being the medium by which this should be carried out. But I think the question of the noble Lord would meet the difficulty by leaving it optional to the parties

to borrow the money in the open market, in order that they might pass over the critical period.

1248. Should you be prepared to recommend in lieu of your own proposition a guarantee from the Government?—As I have already stated, I should feel the greatest difficulty in advocating any guarantee from the Government.

1249. (*Chairman.*) But you do not see anything else for it?—No, except the leasing or borrowing before referred to.

1250. Do you think that any effect might be produced by lowering the present rates to the extent of one-sixth, or one-fourth at a time?—I think not, after all the consideration that I have been able to give to the question that we have been dealing with. I think it would fail, and in fact it has been tried in a neighbouring union, it certainly has produced some effect, as it has brought some trade by a sort of half measure, but a half measure with such an object in view, I fear is not to be relied upon.

1251. (*Lord Donoughmore.*) I think you have said that on the German railways special or exceptional rates do not exist; that there is a general tariff settled and determined upon by the railway authorities, which tariff the officers of a company have no power to depart from?—None; that is the general principle, there are special rates for Government purposes and special rates for their own service; but for the public in general, everything is fixed and published.

1252. The officers of the company cannot depart from that tariff?—No, speaking of Germany; but in Holland the management was under an Englishman, Mr. Forbes.

1253. I believe you are aware that on both the English and Irish railways the general managers of companies have authority to make special bargains with individuals for the carriage of their goods?—Yes.

1254. And that at points where two companies enter into competition with each other, or where there are two independent routes—say from A. to B.—the managers are constantly in the habit of bidding against each other in the market for the traffic?—I take that for granted, from similar cases that have come under my own observation; but I am not aware of that in Ireland.

1255. How do you think that that practice affects the profits of the railway companies?—I think it has been attended, in one instance at least, with the greatest possible advantage; that is, having various rates to suit the circumstances. For instance, to recur to the Dutch-Rhenish Railway, that system was pursued throughout, but in Germany it does not exist, as I have already stated, that I know of, except in the case of very large arrangements which have been made by me with the companies, and in which, however, they always say, "We will give the same to any one else; we will do the same for others as for yourself;" but that was not done by the managers, and not either by the whole board, for I think we had to obtain the sanction of the minister to it. But in Holland they admit of that on the Dutch-Rhenish Railway, which was managed by Mr. Forbes, and the success of that railway originated in that freedom on the part of the manager of which I have spoken. He worked for the interests of the concern. The railway shares, when he commenced with it, were at a very low discount, and they are now paying nine per cent. The 16l. shares are at 7l. premium.

1256. Has Mr. Forbes's railway to compete with other lines?—It had to compete with a line of navigation, the Rhine, and it also had to compete between Rotterdam and Amsterdam with a line of railway that goes by the Hague.

1257. I suppose that if Mr. Forbes hears that there are 100 tons of goods at Cologne waiting to be taken to Amsterdam, he will endeavour to get the carriage of them?—He will send his messengers without delay to try to get those goods to carry.

1258. He would try to underbid the river conveyance?—Yes, he makes every exertion through his agents to get the traffic for that railway in that way. People soon began to find the advantage of using the railway, and profits quickly flowed into the treasury of the railway.

1259. (*Mr. McClean.*) Do not you think that Mr. Forbes is right in endeavouring to get the traffic at low rates?—Yes, he is perfectly right in the interests of the railway company.

1260. (*Capt. Galton.*) And in the interests of the public?—Yes, the result was shown directly, by having cheaper means of transport for the benefit of the public.

1261. (*Mr. Dalglish.*) When you established a coal traffic between your collieries and Magdeburg, I suppose you paid to the railway company a rate which was just the difference between what was the value of your coal at the colliery and the value of the coal which came from England?—You have stated very nearly the principle.

1262. What fixed the principle?—It was this. Here was an article to be sold at a certain place; how was it to be sold there; there was no previously established market for it, so the producer, the carrier, and the seller or the consumer, must agree upon terms, and it was obliged to be an equalized arrangement between them openly carried out, by which the article could be offered at a price it could sell for, and the three parties should participate equally in the profits. On the other hand, however, I may say that where that has not been done openly, very great injustice has been done, and it has prevented railway companies sometimes from carrying out their mission. In the case of a Government railway, in Bavaria, they gave a great reduction of the rates, and the coal owners took a large benefit from that reduction to themselves, whereas in those arrangements in North Germany, the price of the coal at the colliery was fixed and known to the railway companies in treating for a reduction of the rates.

1263. Do they carry all the other produce of the district to Magdeburg at the same rate per ton?—They take all other coals, but not all other produce.

1264. There would be a special rate for coal?—Yes, simply a special rate for coal.

1265. They would not carry agricultural produce at the same rate per ton?—No; but the experience which they gained in the case of the coal, has induced them to bring agricultural produce from the eastern provinces to the western at very nearly the same rates, I believe.

1266. Why should not the same principle be applied to Ireland. If the coal masters in England, in Wales, or in Scotland could see their way to establishing a large coal trade to Ireland, why should they not say to the railway companies, If you will deliver our coals at a certain rate, we will send the coals to you?—In the first place, the railway people will say, We are not buyers of coal; you must organize a system. What was done in Germany was this—we were forced to be not only the coal owners, but the coal merchants in the distant markets, and organized the system, working hand in hand with the carriers or railway companies for a common benefit in establishing a new trade.

1267. You know that at Magdeburg there was a coal trade?—There was an English coal trade.

1268. In Ireland, do you know that there is a large demand for coal at any particular point?—In parts of Ireland there is, but not in the interior, to a large amount; it has to be created by degrees.

1269. The railways do take coal into the interior, do they not?—They do; but it is chiefly for their own consumption, and some small quantities for the country; for instance, in 1863 the receipts of the Great Southern and Western for coal were 9,430*l.*, over the whole line; on the Dublin and Dundalk nothing; and on the Midland Great Western 2,000*l.*, so that there is but a small trade at present. On the Dublin and Wicklow they have only just begun, the

receipt has been only 170*l.*; but they are beginning to carry mineral traffic.

1270. (*Lord Donoughmore.*) Have you got a return of the quantity carried to Limerick?—No, I have not.

1271. (*Chairman.*) Have you stated most of the principal facts which you desire to lay before the Commission?—Yes.

1272. Is there any back carriage in the trucks which carry your coals on the North German Union lines?—Scarcely ever. I have read, in the report of a recent debate in the House of Commons, that the Chancellor of the Exchequer referred to the necessity of a back traffic, and I wish to correct it, and to say that neither in England, nor in Germany, nor in fact in any country where there is a large coal traffic, is there any back traffic, because the waggons could not wait for it, and you would require an enormous rolling stock in the shape of waggons to wait for a reloading at the far end, unless arrangements are made to reload similar articles, such as ores; wherever we have them and organize a quick reloading, it is progressing well, and will progress rapidly in Germany. In England, I believe, there is no back traffic, and the regulations have been made on the supposition that there was no back traffic, and that the waggons go back empty.

1273. With regard to the nature of the German unions of railways, they do not amalgamate, do they?—No; they only unite for the purposes of the through traffic, and they run their rolling stock; but not their locomotives, over the lines. There are scarcely any running powers in Prussia, at least for one railway company to go over another, with a very small exception, near Minden.

1274. The principle is not uniform rates and tolls?—Only for the through traffic; all the domestic or internal traffic is entirely under the control of each separate company.

1275. (*Mr. Glyn.*) For the through traffic are there uniform rates throughout?—Yes, generally, not always, I believe; and those rates are settled between the various members of the union.

1276. (*Chairman.*) As to passenger trains in Germany, are they as frequent as is usually the case on most of the railways in this country?—They are very frequent in the district with which I am best acquainted. There are courier trains, quick trains, and what are called "personnel" trains, which stop at every station; they are in both directions increasing yearly on every line, and the fullest possible amount of accommodation is given to the passengers there. A matter of the deepest interest, in comparison with Ireland, is the accommodation which is afforded to the 3rd and 4th class passengers, the persons who can pay the least, the low rates at which they are carried, and the amount that these low rates yield towards the profits of the railway companies.

1277. I understood you to say that there is a general feeling now springing up in favour of a system of competition instead of the present system in which there is none?—Both on the part of the public and on the part of the Government of Prussia. I do not allude to small Governments which have their own interests involved in their own little state lines.

1278. (*Capt. Galton.*) Has not the Government of Prussia several state lines?—Yes, and they have the exact state of the case, the cost, and everything yearly published in a report which I have here, and which I can leave with the Commissioners; it gives the statistics of the railways in Germany, showing which are the state railways and which are the private railways managed by the State, and which are the private railways managed by themselves, the profits obtained, and the cost of working, and every item of general interest connected with them.

1279. Is that for the year 1863?—No, it is for 1862; the report for 1863 is not yet published for the whole of Germany.

1280. You have stated that you had coal carried from your colliery to Paris; what is the distance?—

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Mulvaney, Esq.
5th May 1865.

W. T.

Mulcancy, Esq.

5th May 1865.

I have been misunderstood ; I said that we could have had it carried ; the distance is about the same as the distance to Berlin, to which place we do send it.

1281. What is that distance ?—I think that is 75 German miles.

1282. What is the total charge for the carriage of the coal per ton ?—I can tell you what the cost is presently—the distance to Paris is about 350 English miles.

1283. Cannot English coal be laid down at Paris cheaper than you could lay it down there ?—I do not think so. For the best coals I believe they are prepared to pay 1*l.* a ton in Paris as well as I recollect.

1284. That would give you 5*s.* for the price at the

pit's mouth ?—Much more. Our average price at the pit's mouth has been down to 5*s.* 7*d.* for all classes of coal, but that class of coal would come to 7*s.* or 8*s.* a ton, screened coal, and the railway freight would be about 12*s.* 6*d.* per ton.

1285. (*Chairman.*) Are there any documents that you would like to hand in ?—I will hand in the published statistical account (*handing in the same*).*

1286. Have you any written papers of your own that you would like to hand in ?—No.

1287. If there are any questions which have been put to you, and which you have not completely answered, you can add to them when you correct your evidence ?—I will do so.

The witness withdrew.

Wednesday, 10th May 1865.

PRESENT :

THE RIGHT HON. THE EARL OF DONOUGHMORE.
THE RIGHT HON. LORD STANLEY, M.P., F.R.S.
THE HON. E. F. LEVESON GOWER, M.P.
THE RIGHT HON. ROBERT LOWE, M.P.
J. A. ROEBUCK, ESQ., M.P.
T. B. HORSFALL, ESQ., M.P.
ROBERT DALGLISH, ESQ., M.P.

GEO. CARR GLYN, ESQ., M.P.
A. S. AYRTON, ESQ., M.P.
CAPT. DOUGLAS GALTON, R.E., F.R.S.
E. T. HAMILTON, ESQ.
J. R. M'CLEAN, ESQ., PRES. INST. C.E.
WILLIAM POLE, ESQ., F.R.S., *Secretary*.

HIS GRACE THE DUKE OF DEVONSHIRE, K.G., F.R.S., IN THE CHAIR.

MR. WILLIAM FORBES examined.

1453. (*Chairman*.) You have been for many years, I believe, engaged in the management of railways, both in England and in Ireland?—Yes, for the last 20 years.

1454. What railways have you been connected with in Ireland?—With the Midland Great Western of Ireland, and the Great Northern and Western. I will explain to your Grace on the map.

[The witness pointed out, on the map, the lines of railway with which he had been connected.]

1455. Are you now manager of both those lines of railway which you have mentioned?—Not at the present time; I have left Ireland for about a month.

1456. Up to a month ago were you the manager of both the Midland Great Western and the Great Northern and Western lines?—Yes.

1457. Had you then opportunities of becoming well acquainted with the districts traversed by those railways?—Certainly with regard to those, and I am tolerably well acquainted with all the systems of railways in Ireland.

1458. Have you formed any opinion as to the effect of the present rates and fares which are charged upon the Irish railways, and whether they are calculated or not to develop, as far as possible, the traffic of the

country?—In my opinion they are prohibitory of any development of the traffic, and have been so ever since I have known the country.

1459. Can you adduce any facts to corroborate your opinion?—Yes. I have had occasion frequently to compare the rates charged in Ireland with those charged upon other railways, and particularly in England, and in the majority of cases the Irish rates are as high, and in some cases higher, than on the English lines of railway; and considering that Ireland is a very poor country, I do not think that that is a fair state of things, because the lines have been made cheaply, and they have to accommodate a poor population. I therefore think that the rates there should be considerably lower than the rates in England. Practically, since the opening of the railway system in Ireland, nothing has been done in the way of experiment; they started with the English rates, English passenger fares were established in Ireland, and they have done nothing to alter them; they have not tried to lower the rates; I think the result would be a very large increase in the traffic, and a great benefit to the country, if they tried a very much lower scale of rates.

1460. (*Lord Donoughmore*.) Did you recommend to your directors that an experiment of that kind

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should be tried?—Yes; but I was always obliged to accompany it with the explanation that anything in the way of an alteration must be a very liberal one indeed, quite as much as 50 per cent., and that the effect of that would be no doubt a loss of dividend for two or three years, or even for a longer time, but that the Boards of Directors have regarded as a very unpalatable proposition, and they have never been able to accept it.

1461. (*Mr. Glyn.*) Do your remarks apply both to passengers and to goods?—Yes.

1462. (*Chairman.*) Are the fares charged for passengers upon those railways at the present time as high as those charged in England?—Yes.

1463. Is it so also upon goods?—Yes.

1464. Are the rates in any cases higher?—They are higher upon goods, and upon one article, coal, which no great effort has been made to carry on the Irish lines of railway, they are twice as much.

1465. (*Capt. Galton.*) What is the rate charged for coal?—The minimum rate is $\frac{3}{4}d.$ a ton on the Midland Great Western, but upon other lines it ranges from $1d.$ to $1\frac{1}{4}d.$, and sometimes as high as $1\frac{1}{2}d.$ per ton per mile.

1466. (*Mr. Hamilton.*) What is the rate charged in this country?— $\frac{1}{2}d.$ per ton per mile.

1467. What is the minimum and what is the maximum rate on the English lines?—I think you may take it, that the general rate all over the country for coals from the north and from Wales is $\frac{1}{2}d.$ per ton per mile.

1468. Are you not aware that many railway companies carry coals for $\frac{3}{8}$ ths of a penny per ton per mile?—No.

1469. (*Mr. Horsfall.*) Can you state what is the lowest rate that is charged on grain in Ireland?—For long distances it is about $1\frac{1}{4}d.$ per ton per mile, but $1\frac{1}{2}d.$ is the average rate.

1470. What is the difference in the charge for taking goods 20 or 30 miles and taking them a longer distance?—For the first 50 miles the general principle is to charge $1\frac{1}{2}d.$ per ton per mile, and for a further distance of 25 miles $1\frac{1}{4}d.$ per ton per mile, beyond that $1d.$ per ton per mile.

1471. Does that include the terminal charges?—No, there is $1s.$ charged at each end for terminals.

1472. (*Capt. Galton.*) Where does the coal come from?—From England entirely.

1473. To what ports does it come?—To all the ports, including Dublin. The Midland Great Western system is supplied entirely from Dublin.

1474. Does the port of Sligo furnish any coal?—A very small quantity indeed, and that is for local consumption.

1475. Is it carried by sea to Sligo?—Yes.

1476. Would a rate of $\frac{1}{2}d.$ per ton per mile, or any lower rate, say $\frac{3}{8}$ ths of a penny, enable the coal to be carried from Dublin to Sligo?—Yes. I think that the coal could be carried at a rate of $5s.$ a ton all over Ireland, that being the maximum rate, for a distance of 120 miles, at $\frac{1}{2}d.$ per ton per mile.

1477. (*Chairman.*) Is the coal traffic very limited in Ireland now?—Yes. The Midland Great Western Company's system extends over about 330 miles, and the traffic upon that in coals is only 200 tons a week.

1478. (*Mr. Hamilton.*) What are the worst gradients on that line?—On the main line the worst gradient of any extent is about 1 in 90; they are very fair gradients.

1479. (*Lord Droughmore.*) The curves are bad, are they not?—Near to Dublin they are; they follow the line of the Royal Canal.

1480. (*Capt. Galton.*) At what price is the coal delivered in those ports by ship?—In Dublin it is delivered at from $11s.$ to $12s.$ a ton.

1481. Could it be then delivered on the Midland Great Western line at $16s.$ a ton?—Yes, I believe so.

1482. What price is it now sold at at the station?—It has never had any fair trial yet, but the price ranges from $23s.$ to $30s.$, the fact being that it is not used, except by some few noblemen, who can have a

cargo brought over, or who may order 10 or 20 tons at a time.

1483. Do you think the coal would entirely supersede the peat?—Yes.

1484. Even on the Midland Great Western line?—Yes. I believe that if the price of the coal was $1l.$ a ton it would entirely supersede the use of turf procured at their own hall doors; and I consider that if coal was supplied at $1l.$ a ton it would be more economical fuel than turf.

1485. (*Lord Stanley.*) Is not a great deal of the labour supplied by the peasantry at times when their labour is of no other value to them?—No; because I know that they are very often engaged in saving turf when they ought to be doing something else.

1486. (*Mr. Hamilton.*) Are you aware what the gradients are upon the principal coal-carrying lines in this country?—Yes; on the Great Northern, that I was connected with, I had charge of a division of it.

1487. Do you suppose that there are any gradients on the Great Northern Railway as adverse as 1 in 90?—For some short distances only; the one that I gave you is, I think, the worst gradient that there is, except one coming into the station at Dublin, that is a descending gradient into the station, and that is about the worst gradient that there is; it is a very favourable line.

1488. The cost of carrying coal, I presume, would depend very much upon the gradients of the line?—Yes.

1489. (*Chairman.*) Have you ever urged upon the directors of the railway with which you have been connected the policy of trying the effect of a reduction of the rates upon coal especially?—Yes; when I joined them I found that the rate was about $1\frac{1}{4}d.$ per ton per mile; I recommended them to reduce it to $\frac{1}{2}d.$, but I induced them eventually to reduce it to $\frac{3}{4}d.$

1490. What was the effect of reducing it from $1\frac{1}{4}d.$ to $\frac{3}{4}d.$?—That the traffic increased, I think, about 25 per cent.

1491. That was attended with loss probably?—No, I think not; the reduction that was made was not sufficient to create any loss. I think that anything short of $\frac{1}{2}d.$ a ton per mile would not be of the least use.

1492. (*Mr. Ayrton.*) Upon what calculation is that opinion of yours based?—It is based upon this, that at a rate of $\frac{1}{2}d.$ a ton per mile you can deliver coals into all the principal towns in Ireland for about $16s.$ or $17s.$ a ton, and I believe that for mere domestic purposes it would entirely supersede the use of turf.

1493. What difference would $\frac{1}{4}d.$ make?—With a maximum charge of $5s.$ a ton, about $2s. 6d.$ a ton.

1494. What distance would that be for?—That would be for 120 miles.

1495. But where are the places or towns of any great magnitude 125 miles distant from the seaports in Ireland?—Take, for instance, Mullingar, Ballinasloe, and Galway. Galway is 126 miles from Dublin, right across the country.

1496. But Mullingar is not 125 miles from Dublin?—No; and therefore it could be delivered at a smaller rate. I propose $5s.$ as the maximum rate.

1497. You say that a difference of $\frac{1}{4}d.$ would make an increase of $2s. 6d.$ a ton as supplied to a distance of 125 miles from a seaport in Ireland?—Yes.

1498. What are the places that are a distance of 125 miles from a seaport in Ireland?—If you go into the interior of Roscommon you would supply the whole of that county and Mayo with coals from Dublin at the maximum rate.

1499. That would not be so, would it, if vessels came to the other side?—No; but you could not carry on the trade from the two ports. I am assuming that you have the entire trade from one port, Dublin. The freights to the other ports, that is, to Sligo and Ballina, Westport and Galway, would be much higher, because there is no return freight and no trade of

sufficient importance to induce parties to send the coal there. I assume therefore that the whole of the districts with which I am most familiar would be supplied from Dublin, and at the present charges on the coal, taking them altogether, they could afford to have them delivered at Dublin at about from 11s. to 12s. a ton. Then I say that all over the system of the Midland Great Western, and the Great Northern and Western, the maximum rate should be 5s. a ton, and that would make 16s. a ton.

1500. (*Lord Donoughmore.*) Take Galway; what is the ordinary price of sea-board coal there?—It is sold there at prices ranging from 22s. to 26s. a ton.

1501. Is it carried to Galway by ship?—Yes.

1502. What did you say was the governing price in Dublin?—From 11s. to 12s.

1503. (*Mr. Roebuck.*) What is the reason of the difference in price?—The fact is that it is in the hands of a few persons, and they can charge any price they like in Galway.

1504. (*Lord Stanley.*) There is no very great demand, is there?—No.

1505. (*Mr. Roebuck.*) As I understand it, it is not that the cost of carriage is so much greater, but it arises from a monopoly?—Yes.

1506. (*Chairman.*) With regard to Dublin itself, where you say coals can be obtained at from 11s. to 12s. a ton, is the consumption very large?—Yes; they burn nothing but coal there.

1507. Is coal consumed by all classes?—Yes; there is very little turf burnt by the poorer classes, and practically speaking coal is the entire fuel.

1508. (*Lord Donoughmore.*) Is the consumption of coal in Dublin very much larger than it is in the towns where the cost is a little higher; I mean in proportion to the population?—Yes.

1509. (*Mr. Roebuck.*) Take Cork, for instance; will the price of coal be very much higher there than in Dublin?—No; I think that there is very little difference in the freights to Cork, 1s. or 1s. 6d. Cork supplies a large portion of the southern districts with coals.

1510. You stated a short time back that the difference in the price of coal did not arise from the difference in the cost of carriage but from monopoly. I wish to know why the cost of coal in Cork is the same as it is in Dublin?—I believe there is a difference in the cost at Cork.

1511. Can you explain that?—There is more competition in the coal trade at Cork. It is a much more considerable port than Galway; they can get freights at lower rates from the coal districts, for instance, from South Wales and England.

1512. Have you any knowledge of what it costs the steamboat companies to place coals in the ports of the West Indies?—No, I have not.

1513. (*Mr. Ayrton.*) Do you know what the freights are from the coal ports in England to the different ports on the eastern coast of Ireland and on the south coast?—No; I only know the freights to Dublin.

1514. (*Mr. Horsfall.*) Can you account for the fact, that when grain is shipped from Drogheda to Manchester by a person resident at Drogheda the cost of transit is 2s. 6d. a ton less than when it is shipped by a person in Liverpool?—I do not know how that is.

1515. (*Mr. Hamilton.*) I understand your proposition to be, that there should be a uniform rate of $\frac{1}{2}$ d. a ton per mile?—Yes.

1516. Do you believe, with the gradients you have described, that that rate would be remunerative to the railway companies?—I have no doubt about it.

1517. Do you think they would get full train loads?—Yes.

1518. What loads would an engine take over such gradients?—They could take 35 waggons containing five tons a waggon, the weight of a waggon being three tons and a half.

1519. How many waggons would be drawn?—35 waggons.

1520. What weight altogether would that be in the train?—315 tons.

1521. It is your opinion than an engine could draw that load over such a gradient as you have described?—Yes, it could.

1522. (*Capt. Galton.*) You have stated that the objection of the directors to lowering the tolls was that they were afraid they should lose so much of their then income?—That referred to a general reduction of the rates.

1523. Because when you opened a new piece of line, for instance, that to Sligo, could not you carry at reduced tolls upon that line?—Not very well, because if you charge to one district where there is a line less than to another you create great public dissatisfaction, and in practice it is never done in the trade.

1524. (*Mr. Roebuck.*) Suppose that the change had been made in the rate charged upon the coal only, do you think that there would then have been a loss to the company?—I do not think that there would.

1525. If they had introduced an alteration in the rates piecemeal, you do not think that the loss would have arisen which you originally supposed would arise if the reduction were made at once?—No, I do not think it would.

1526. Did you ever try to persuade your directors to do that?—Yes, in coal rates.

1527. And they refused, did they?—Yes, they refused to make any alteration in the shape of 50 per cent. reduction in the rates; such a suggestion frightens the directors, and they do not like it.

1528. (*Chairman.*) Have you found it to be a common opinion among them that the traffic of Ireland is incapable of any material increase?—Yes, and that is the great difficulty that we have to contend with. What they say is, there is a fixed quantity of traffic, and no reduction of rates will increase it.

1529. (*Mr. Roebuck.*) And that fixed quantity they can carry?—Yes. They do not think it worth their while to make a reduction and try the experiment; they think that it would be simply to give so much money to the public. When I went to Ireland first I found that potatoes were carried from Galway in large quantities by vessels at rates which I thought would pay the railway companies very well, but upon making inquiries I found that they were charging 17s. or 18s. a ton from Galway to Dublin.

1530. (*Mr. Glyn.*) When you proposed to your directors to reduce the rate to $\frac{3}{4}$ d. a ton per mile, did you make any calculation as to what increase of trade there would be to recoup them for that?—Yes.

1531. What do you think that would have been?—My own calculation was that the effect in a year would be to increase the traffic tenfold.

1532. What would the increase be in tons?—I think that the increase would be 2,000 tons a week from 200 tons, and I believe that in that case it would supersede the use of turf at all the stations. Of course I am supposing a very much better system of management of the coal trade generally, and that the sale of coal, which is nothing in Ireland now, should be carried on as it is at English railway stations. You send to a railway station here to get a ton of coals, or say five hundredweight, as the case may be, but in Ireland a man is entirely at the mercy of the merchant, who charges a large price for it, and therefore, practically speaking, it is not used by the poorer classes at all or only by a few; but then every class living within five or six miles of a railway station in Ireland could go to a railway station, and being sure of getting a hundredweight of coals for 1s., that is at the rate of 11. a ton, would use no turf at all.

1533. Do you really think that the consumption of coal would increase in the manner you have suggested?—Yes, I believe so; with such a system of sales.

1534. But upon that line of railway only?—Yes.

1535. (*Mr. Roebuck.*) Did you suggest to the railway directors that they should become coal merchants?—Yes.

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1536. Did they listen to your suggestion?—They would not entertain it all. I was anxious that they should do as is done on the Great Northern Railway, that is, that they should establish depôts and sell the coals themselves, or if they would not do that that they should enter into arrangements with the coal proprietors either in Wales or in the north of England and sell the coals, but they declined it.

1537. (Mr. Ayrton.) Is the foundation of your view this, that a peasant would buy coals at 1*l.* a ton at a railway station within a distance of six miles in preference to using turf at his own door?—Yes.

1538. Will you be good enough to state how the present rates charged upon railways prevent his arriving at that point in the greater part of Ireland. If the coal is delivered in Dublin at 12*s.* a ton, and the rate is $\frac{3}{4}$ *d.*, how is it prevented?—Because he would not get a supply; he would go to a station, but he would find no coal there.

1539. But how does the railway rate prevent that result being arrived at. You say that coal is to be sold at 12*s.* a ton, and that the railway rate is $\frac{3}{4}$ *d.* a ton; how far will it go inland?—At the present rates it does not go; there is no coal trade there at present.

1540. How far would it be carried inland before the price became 1*l.* a ton, the rate of carriage being $\frac{3}{4}$ *d.* per ton per mile?—About 50 miles.

1541. Do you find that within that distance of Dublin coal has superseded the use of turf?—No.

1542. (Mr. Roebuck.) Is not that because you have never carried the coal?—The trade does not exist, in consequence of the absence of these facilities; you cannot get persons to establish coal depôts over large districts of country unless there is some probability that the railway companies will carry it at moderate rates. The lowest rate that has been quoted is this, one firm endeavoured to establish a trade at $\frac{3}{4}$ *d.*, but they could not do it.

1543. You begun with $\frac{3}{4}$ *d.* a ton for carriage, and then to deliver at 1*l.* a ton within 50 miles from the port. Why did not that supersede the use of turf?—Those were the South Wales coal proprietors who went into the subject, and endeavoured to induce the directors both of the Great Southern and Western and the Cork line, and the Midland Great Western Company, to adopt the system that was practised in England of selling the coals at the stations, but the result of all their negotiations was that they could only induce them to adopt a rate of $\frac{3}{4}$ *d.* a ton per mile, and then only the Midland Great Western Company. They tried it for a short time, and then they found that they had to maintain an establishment in Dublin, and the expenses which they had to incur altogether for the small trade which they could do within a short radius of Dublin did not pay them, and they abandoned it.

1544. (Mr. Ayrton.) Why should not any persons in Dublin receiving the coal at 12*s.* a ton take advantage of this rate and carry on the business, why should they go to Wales to find a person to direct the business?—Because you would deal there with the coal owners, while in the other case you would deal with middle-men, adding of course to the expense.

1545. If you delivered coals only 50 miles from Dublin at $\frac{3}{4}$ *d.* a ton per mile, there would be a large margin to cover the expense; there would be a margin of 5*s.* per ton out of 20*s.*?—No, not so much as that, I think.

1546. (Chairman.) Would there be terminal charges in addition to the 12*s.*?—Yes, of 6*d.* at each end.

1547. (Mr. Roebuck.) Supposing you could only carry the coal 50 miles over a railway, would not the trade be so small that it would not be worth any man's while to take it?—Yes, and that is the reason why it broke down. The sale of the coal at places within a radius of 50 miles from Dublin did not justify them in carrying it on.

1548. And that accounts for its not being carried on?—Yes.

1549. (Capt. Galton.) You have stated that a reduction to $\frac{3}{4}$ *d.* a ton had the effect of increasing the consumption 25 per cent.; how long did it take to recoup the company?—In the first year it increased to that extent.

1550. (Chairman.) Did it go on increasing subsequently to that?—No, it is still at that.

1551. (Lord Stanley.) Your opinion is, that if the great railway companies of Ireland could make up their minds to incur a loss for two or three years, they would be certain to recover the loss at the end of that time?—Yes, I believe so.

1552. And that might take place without any interference by the Government or any assistance from the State?—Yes, that would be the result, that the companies would lose for two or three years their dividends, but I think that that is a proposition which no railway company would ever accept. It is not reasonable to expect them to make such reductions without external aid.

1553. With regard to a reduction of fares, it would seem that all that is required is, that the directors of these railway companies should understand their own permanent interests better than they do?—Yes, I think so. If I was the owner of railway property in Ireland I should not have the least hesitation in reducing the fares to the extent of 50 per cent., although it would be attended with an absolute loss for two or three years.

1554. (Mr. Roebuck.) That loss during two or three years, I understand you to say, would arise if the reduction were made at once?—Yes.

1555. But if it were made piecemeal, that loss would not arise?—In the case of the passenger fares you could not do it piecemeal.

1556. Then take the case of the coals first; there would not be the same loss then?—No.

1557. After that, in the case of the passengers, would there be a loss?—Yes, on passengers there would certainly be a loss, that is, 50 per cent. of the traffic.

1558. You are of opinion that in Ireland there would not be a sufficient increase in the number of persons travelling at the low rates to recoup the companies until two or three years had elapsed?—Not for three years at least.

1559. Would that be so in England?—No; at least I do not know whether it would be so in England.

1560. Have you any knowledge of attempts having been made by the railway companies in that direction to recoup themselves?—No, I am not aware of a case.

1561. (Chairman.) Is there any other description of traffic besides coals upon which you think a very large increase might be effected by a reduction of the charges?—Yes, it appears to me that the theory—for after all it is a theory—that the entire traffic of the country, goods, cattle, and everything else, might be increased, is correct.

1562. You look upon coals as a most important article of traffic?—Yes, that is a very important thing, but not the most important.

1563. Will you mention some other descriptions of traffic?—With regard to cattle, which is very important in Ireland, it is a matter of fact that they carry none of the store stock at all; the fat stock comes, of course, because they cannot walk them by the road for the distance, except that which is brought over to the English markets by the jobbers.

1564. Do you think that that cattle traffic might be carried by railway if the rates were made low?—Yes.

1565. (Mr. Glyn.) What are the rates at the present time?—Until about three months ago there was a uniform rate of 6*d.* a waggon a mile, but latterly they have reduced it to 6*d.* for the first 50 miles, 5*d.* for the next 25 miles, and $4\frac{1}{2}$ *d.* for any distances beyond that.

1566. Has that led to any increase in the traffic?—It has not had time yet to work.

1567. What proportion does that rate bear to the rate charged in England?—It is the maximum rate.

1568. (*Capt. Galton.*) Do you mean the maximum rate allowed by their Act?—No; as compared with the rates charged by the English railway companies it is the maximum rate charged, the highest rate.

1569. (*Mr. Horsfall.*) Can you state what proportion of the dividend on the principal railways in Ireland is derived from the passenger traffic, and what proportion is derived from goods?—The dividend is derived of course from the entire traffic.

1570. Yes; but have you calculated what proportion of the dividend is derived from goods, and what proportion from passengers?—I confess that I do not quite understand that question.

1571. (*Capt. Galton.*) What proportion of the total receipts is derived from the one and the other?—The dividend is derived from the gross traffic, and I have never ascertained what proportion is due to passengers, or what proportion is due to goods. I can give you the difference in the earnings on each class of traffic.

1572. (*Mr. Horsfall.*) Have you made any calculation as to what proportion of the dividend is derived from goods, and what proportion is derived from passengers?—I think it is in about equal proportions, half and half, on the Midland Great Western system.

1573. (*Mr. Ayrton.*) Do you mean that the net profit on the passenger traffic is half the receipts, and that the net profit on the goods is half the receipts?—Yes, as nearly as possible.

1574. Have you made any calculation as to the cost of driving store cattle for 50 miles over the roads, and the cost of carrying them by railway?—I have been in communication frequently with large farmers and landed proprietors who have attended at Ballinasloe fair, and they have always assured me that at a rate of 3*d.* a waggon a mile they would put all their store cattle on the railway instead of driving it along the roads; that would be a reduction of 50 per cent. exactly.

1575. (*Chairman.*) For how short a distance would it be worth their while to put their store cattle on to a railway?—I think for a distance of 20 miles.

1576. (*Mr. Roebuck.*) Supposing they made that experiment in addition to the experiment in the coals, which you said would be attended with no loss, do you think the companies would be liable to a loss?—Yes, certainly, it would extend over some time. I think there would be a loss upon the general traffic.

1577. (*Capt. Galton.*) You think it would take some time before they became accustomed to use the railway for the cattle?—Yes, it takes a long time in Ireland to let the public know that these facilities exist for them.

1578. (*Chairman.*) Is the general traffic in miscellaneous goods capable of considerable increase?—Yes. I think that if my former proposition, which was a reduction of 50 per cent., were carried out, it would involve an entire loss to the directors for three years, and then that it would gradually recoup the railway companies.

1579. (*Lord Stanley.*) Have you at all considered how a charge of that kind could be introduced under the circumstances of the railway companies, there being many shareholders who probably do not intend to hold their shares permanently, and who would therefore be subject to a loss of their whole profits for three years, while the ultimate gain would be not more than would make up the temporary loss?—I do not think it is at all practicable to effect such a reduction as 50 per cent. without some guarantee to the companies, for although it might be urged by a strong body of the proprietors, and the directors carried it out, at the next half-yearly meeting the directors would be all turned out, if it involved loss at first, as it certainly would.

1580. (*Lord Donoughmore.*) You do not think that the directors are to blame?—No. Without some

guarantee, they cannot be blamed for not trying experiments that might be failures.

1581. (*Mr. Ayrton.*) You propose that the earnings of a full waggon should be 3*d.* a waggon?—Yes per mile.

1582. Have you made any calculation as to what the expense of conveying loaded trains at so much per waggon would come to, taking into account the probability of bringing back empty waggons?—Yes.

1583. What is the result of that calculation?—That upon a distance of 126 miles if you can earn 1*l.* 5*s.* it will pay you well.

1584. How do you arrive at that conclusion in detail?—In this way: I take the gross earnings, and the loading of a waggon, that is, I take the average load and the receipt upon every waggon running for a distance of 126 miles, and so I have arrived at the result.

1585. What would be the average number of waggons in a train?—About 30; and I have found that upon a distance of 126 miles the average earnings of each waggon or the average receipt was about 1*l.* 2*s.* 6*d.*, therefore I think I may assume that that being the average earning of the waggon for miscellaneous merchandise, or for any class of traffic, cattle or anything, if you can, over a distance of 126 miles, earn 1*l.* 2*s.* 6*d.* you will be well paid.

1586. Will you explain how that is worked out; how do you arrive at the dividend?—That was at a time when the line earned a dividend of five per cent.

1587. (*Mr. Roebuck.*) What would be the actual cost to the railway company of running a train 126 miles?—About from 2*s.* to 2*s.* 6*d.* a mile.

1588. (*Mr. Ayrton.*) For the whole train?—Yes; that includes the original outlay and everything.

1589. (*Chairman.*) You include the original outlay?—Yes, we do.

1590. (*Mr. Ayrton.*) Taking as a basis 1*l.* 2*s.* 6*d.*, can you from that explain the mode in which, upon some estimate of the cost, you have deduced a profitable return to the Railway Company?—I took it at the time when the line was earning 1*l.* 2*s.* 6*d.*, and returning a dividend of five per cent.; what I mean is this, that on the distance of 126 miles the earning of a waggon was 1*l.* 2*s.* 6*d.*, and I think that if you can earn over a distance of 126 miles, for a waggon of goods or cattle, or any other description of goods, 1*l.* 2*s.* 6*d.*, you will be carrying at a fair profit to yourselves.

1591. You have not worked out any calculation apart from that?—No; that was my process.

1592. (*Mr. Roebuck.*) Taking it as you say, that a waggon earns that sum of money running over 126 miles, what would be the cost to the company for running a waggon that distance?—The cost would be in the same proportion, a thirtieth part, or about 2*s.* 3*d.* a mile.

1593. That would be the real cost to the company?—Yes.

1594. And all above that would be a real gain to the company, according to the sums you have mentioned?—Yes.

1595. Between 2*s.* 6*d.* and 1*l.* 2*s.* 6*d.* would be an entire gain?—No.

1596. You first of all state that by running a waggon 126 miles the gain is 1*l.* 2*s.* 6*d.*?—No; the receipt.

1597. Then call it the total earning?—Yes.

1598. What I want to know is, what the cost to the company is of running that waggon that distance?—That would form a part of the whole 30 waggons that would be conveyed at about 2*s.* 3*d.*, you cannot divide them.

1599. (*Mr. Ayrton.*) How do you arrive at this, that 126 miles is the average run over the Irish railways, especially on the Midland Great Western?—I did not say that it was the average run.

1600. You have stated that your calculations were

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Mr. W. Forbes. made on the assumption that a train ran 126 miles?—Yes.

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1601. If that is correct, ought not 126 miles to be the average run of a railway?—No, I do not think so; I took 126 miles at that time because it was the longest distance.

1602. How did you get at the distance of 126 miles?—It was the distance from Dublin to Galway, and it was our maximum distance then.

1603. That would be from one port to another port?—Yes.

1604. And you would come into competition with the sea carriage at the other port?—No; there is none at Galway.

1605. But that is the extreme limit to which the railway can run?—Yes.

1606. Then you have referred to a state of facts applicable only to Galway, where there is little or no traffic?—Yes.

1607. How would that be a basis by which to regulate the whole operations of railway companies when it appears to be only an extreme case, the extreme limit of a railway at a place where there is no great traffic?—I can take the mileage proportion of 1*l.* 2*s.* 6*d.*, and I will suppose that a waggon is run for 60 miles, and if you get 1*l.*s. for that you are well paid.

1608. In the same proportion for any line?—Yes, for a distance not less than 50 miles.

1609. (*Chairman.*) You say that a train per mile costs about 2*s.* 3*d.*, what is included in that, the waggons and the locomotive power?—Yes, and everything.

1610. Is anything included for permanent way?—Yes, and the general charges.

1611. (*Mr. Hamilton.*) On some of the English lines of railway the cost is materially less, is it not?—Yes.

1612. As low as 1*s.* 8*d.*, is it not?—Yes. We worked the Great Northern and Western for the first 32 miles for 1*s.* 6½*d.* per train mile, that was given to us under an award of Mr. Hawkshaw the engineer, and when a further section of the line to Castlebar was opened we went before him again, considering the sum that he had awarded was too little, and he gave us 2*s.* It is now worked for about 1*s.* 9*d.* per train mile for the entire distance.

1613. (*Lord Donoughmore.*) Does that pay the Midland company?—Not for the working only, but then it is a feeder to our main line; the majority of the traffic is to Dublin; it is between that and Dublin, and the consequence is that it forms a feeder to our line, and that is no doubt a very considerable element in the calculation.

1614. (*Mr. Ayrton.*) I presume you would not enter into a contract on the part of one company to work a line for much less than 2*s.* 3*d.*?—No, from 2*s.* 3*d.* to 2*s.* 6*d.*

1615. (*Chairman.*) You would, I suppose, be obliged to run trains with fewer than 30 waggons?—Yes.

1616. Would 1*l.* 2*s.* 6*d.* apply to small trains, trains consisting of 10 or 12 waggons?—I took that as the average.

1617. (*Lord Donoughmore.*) I believe the Midland Company has a canal running alongside of it from Dublin to Mullingar and to Longford?—Yes.

1618. That canal is the property of the railway company?—Yes.

1619. What are the rates upon the canal; are they the same as the rates on the railway?—The canal is not worked at all now, or only to a trifling extent by grain owners.

1620. Is no coal carried upon it?—Very little.

1621. No turf?—Yes, a little turf is carried, and also some grain, to the towns that it touches, but there is no public carrier upon it, and no general traffic.

1622. It is the policy of the Midland Company, is it not, to restrict the traffic on the canal as much as possible?—They have ceased to work it because there was not traffic sufficient for the two.

1623. The Great Southern and Western Company are in a different position, are they not?—Yes, they compete with the Grand Canal.

1624. They have a canal which runs alongside of their rail for a considerable distance, which they do not own, but which competes with them?—Yes.

1625. Has that competition at the points where the competition exists had the effect of lowering the rates on the Great Southern and Western line?—Yes, it had that effect, but in the last two or three years they have come to an agreement, and they work on differential rates.

1626. (*Mr. Roebuck.*) You have stated that a single carriage earns 1*l.* 2*s.* 6*d.* running 126 miles?—Yes.

1627. I want to ascertain what that single carriage costs the company running it 126 miles, and I have made this calculation, taking 126 miles at 2*s.* 6*d.*, say that that is equal to 15*l.* odd, divide that by 30, and that gives for each carriage 12*s.*?—The earning of 1*l.* 2*s.* 6*d.* is the average of every waggon that ran into Galway, that is the net receipt upon every waggon that ran into Galway.

1628. Not the net receipt?—No, the gross receipt, and that waggon may go in as one of 30 or as one of six, I could not quite precisely answer the question.

1629. (*Mr. Hamilton.*) You ought to be able to answer that question, because you have given the cost per train, which you put at 2*s.* 6*d.*, and if you take the number of carriages of which an average train consists, you ought to be able to give the actual cost of each carriage. The difference between the earning and the actual cost is, of course, the net receipt?—Yes.

1630. (*Mr. Roebuck.*) You have stated that 1*l.* 2*s.* 6*d.* is the average earning?—Yes.

1631. What is the average number of waggons in a train?—Into Galway I think it is about 20.

1632. Then supposing you divide by 20, that would make the earnings larger?—Yes.

1633. Do you adhere to that statement?—Let me take a train of 20, that would earn about 22*l.*; the cost of that would be 15*l.*, which would leave an earning upon that of 7*l.* to the company.

1634. (*Mr. Ayrton.*) Have you any accurate knowledge of the number of loaded trucks which go from Dublin to Galway daily, right through, a distance of 120 miles?—Yes, there are about 10 which go through from Dublin to Galway.

1635. By how many do you think that would be increased by a reduction of fares; how many trucks?—I think it should be doubled by a reduction of 50 per cent. upon the rates.

1636. What would the increase be mainly composed of?—I think potatoes would be carried, for I may mention that I was in the county of Galway about six weeks ago, and I found that they were selling potatoes at 3*d.* per stone within 10 miles of a railway station, whereas the price of potatoes in Dublin was at that time 7*d.* per stone; and I think that if they carried potatoes at a very moderate rate on the railways, they would carry an enormous quantity of them into Dublin, and also for the English markets. I also think that there would be a very much larger interchange of traffic between all the ports of Ireland and England if there were more moderate rates charged.

1637. Can you mention any other articles besides potatoes?—I should say general agricultural produce.

1638. What would you call it?—The west of Ireland produces grain, potatoes, bacon, poultry, and eggs; there is a large trade to be developed in these commodities.

1639. (*Capt. Galton.*) Where does the grain that is consumed on the Midland Great Western line come from?—From the districts about Sligo, and from up to Longford; that is a distance of about 56 miles. The port of Sligo supports that district.

1640. Is that grain imported into the port of Sligo?—Yes.

1641. (*Mr. Ayrton.*) I was asking you about the increase of trade between Dublin and Galway?—I

think there would be an increase in trade in manufactured goods from England. I think that if a poor man has a pig to send to the English market, or instead of what he is doing now, growing his own potatoes and eating them, you put that man in the position of being able to send his produce to the English market, he would be in a much better position than he is now. He would be able to spend more money, and that I think would cause a very large increase of traffic.

1642. What would the advantage be of his not eating his potatoes, if he required them for food; why should he send them away?—If he could get a larger price for his potatoes by sending them away, I think it is simply common sense that it would be better for him to do so.

1643. Would not the potatoes still be the cheapest article of food he could get, whether he could send them away or not?—Yes, I dare say they would.

1644. There would be no motive for sending them away?—Yes, I think there would; for instance, and this brings me to another branch of the subject, which is a system of through rates between England and Ireland, there is no doubt about it, that if a man had any of that small produce to send to market he would send it; he would send to England, to Liverpool, or to Manchester, or to places where good prices are to be obtained; he could easily ascertain what it would cost him; but at the present time that is the great drawback, that a man cannot send anything—by the existing means of transit from Ireland into England and the manufacturing districts the rates are prohibitory.

1645. (*Mr. Glyn.*) Do not through rates exist now between the manufacturing districts of England and the ports of Ireland?—Within the last year and a half they have been in existence on the Midland Great Western line, but to a very small extent.

1646. (*Chairman.*) On what articles are there through rates?—Generally almost upon everything but cattle. They have through rates from the principal stations upon the Midland Great Western, and the Great Southern and Western and other Irish systems, in connexion with the London and North-western and other lines of railway; but the great difficulty has been this, that the Irish Railway Companies will not agree to a mileage division of the rates; they say that they are acting upon this principle, that there is only a fixed quantity of traffic to be carried, and that no increased facilities which can be given will develop that traffic further, and therefore they decline to reduce their proportion of any through rate. Take this case as an example; suppose the rate for eggs to Manchester from Ireland to be 40s. a ton; the Midland Great Western rate is 20s. a ton; a through rate of 30s. would secure the traffic and very much increase it, and the London and North-western Company would agree to a mileage division of the rate, but the Midland Great Western Company say no, we will have our rate, and there is no object in making these through rates; we will not participate in the reduction of any through rate; you may make it if you choose, but it must be at your cost.

1647. (*Mr. Glyn.*) Does not that apply generally to other cases?—No; on the Northern system there is more competition.

1648. But through rates are more general, are they not?—Yes.

1649. (*Mr. Ayrton.*) Can you give the Commission any particulars with regard to any applications that have been made for through rates, and which applications have been rejected?—These applications are made daily for through rates from everybody.

1650. I mean through rates upon the Irish lines of railway, the applications for which have been refused?—The directors will not agree to any system of through rates unless they get their full local proportion of the rate, which of course is much more than they would be entitled to under a division according to the mileage.

1651. Can you give any particular cases in which applications have been made by any of the companies in England to any of the companies in Ireland asking for through rates?—The London and North-western, the Manchester, Sheffield, and Lincolnshire, the Lancashire and Yorkshire, and the Great Northern Companies have been for the last seven years pressing upon the Irish Companies, the Midland Great Western, and the Great Southern and Western, to come into such an arrangement, and they have only just succeeded, after great negotiations with them, in inducing the Irish Companies to adopt a system of through rates, but they have still done it in a very imperfect manner, for the Irish Companies insist upon having their local rates, and that of course has tended to retard the negotiations; but things are very much better now than they have been, and I think that they will improve, for they begin, I believe, to see the desirability of these through rates, the public begin to find the advantage of them, and I think the subject of through rates is very much considered now. Neither the railway companies in England nor in Ireland are responsible for the want of through cattle rates, for there is an anomalous state of the law as to the liability of railway companies as compared with steam packet companies in the transit of goods and cattle; there are no through rates as yet, (except from Dublin in connexion with the Midland Great Western,) from the Midland Great Western or the Great Southern and Western system, for cattle, and that is mainly attributable to the fact that the steam packet companies who carry the cattle and goods between the Irish ports and Liverpool are protected by their bill of lading; whereas if a railway company makes a rate it engages itself in the contract to carry the goods or the cattle to their destination; but if they are lost by the act of God or by the Queen's enemies, or if they founder at sea, the railway company is liable for it.

1652. (*Mr. Glyn.*) That is, they must run the risk at sea?—Yes, they take upon themselves the sea risk, although the steam packet companies are relieved from it. The railway companies have been in negotiation with the steam packet companies to ask them to join them in the risk, but they say no, we will not enter into it; you must try and get a short Act to release you from the same risks from which we are relieved. A deputation waited upon Mr. Milner Gibson upon that subject only last week representing the steam packet and Irish railway interests.

1653. (*Mr. Ayrton.*) What law imposes upon a railway company the risk of the sea voyage to the same extent as upon the land?—I cannot say, but it is the rule; by law they are common carriers, and if they carry goods from any port in Ireland to any port in England they are not relieved from the risks that the steam packet companies are; there is no doubt about it, for the best legal opinions have been taken upon the point.

1654. (*Mr. Hamilton.*) The steam packet companies are relieved from the risk already?—Yes.

1655. (*Mr. Lowe.*) Are they entirely relieved; are they not liable to the extent of the value of the vessel?—No; she may founder or be struck by lightning, and they can make their own conditions on their own bill of lading.

1656. If they do not make any conditions are they not liable to the amount of the value of the vessel under the Statute of George II.?—I think not.

1657. (*Capt. Galton.*) Have the sums which railway companies have had to pay under this system been very heavy?—No; the through booking system has only been in operation for a year and a half, and it does not exist at all in the case of cattle.

1658. But they might insure against the risk, might they not?—No, they cannot get a general policy; they must take a floating policy; they cannot get the other.

1659. (*Chairman.*) Does the Great Western Railway pass almost entirely through a limestone district?—A great part of it does.

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1660. Is there any traffic in lime?—No.

1661. Do you think that from the nature of the country it would be impracticable under all circumstances?—I think so.

1662. Is there any mineral traffic except coals?—None whatever.

1663. Is there any possibility of any such traffic being developed?—Yes; in the county of Cavan there are some minerals; there are iron ores which it is said could be worked if they could get coal to them at a moderate rate.

1664. (*Mr. McClean.*) What quantity of coal is carried at the present time on the Irish railways?—On some of the northern railways they carry a considerable quantity.

1665. What do you estimate the increase would be at $\frac{3}{4}$ ths of a penny or a halfpenny rate for the whole of Ireland?—At $\frac{3}{4}$ d. a ton. I have not studied the subject as to the whole of Ireland. In the north they do import a considerable quantity of coal.

1666. (*Chairman.*) What class of passenger traffic do you think is capable of the greatest increase by adopting low fares?—I think the third-class passengers are.

1667. (*Mr. Glyn.*) The fare now is 1d. a mile, is it not?—Yes. Although Ireland is a poor country there is no such system in practice, except on the northern lines, as there is upon a great many other lines of railway; in Scotland, for instance, there are third-class return tickets; on the Great Southern and Western and the Midland Great Western they have none. They issue second-class return tickets, but no third class; the consequence is, that the poorer class of people, for a distance of 10 or 12 miles, scarcely go by railway at all except on the market days. About two years ago they tried the system of carrying them at a single third-class fare for the double journey, and the result has been that the trains which then ran empty are now crowded on every market day; that is on the Midland Great Western line; and I believe that if that system was carried out every day in the week it would be greatly to the advantage of the country and for the benefit of the people.

1668. (*Mr. Roebuck.*) On the English railways third-class return tickets are issued, are they not?—Yes, on some of them, in Lancashire they have them.

1669. (*Chairman.*) Do you think that there would be much travelling by that class of people except on market days?—Considerably more than there is at present.

1670. Have they ever tried excursion trains on the Midland Great Western line?—To a very trifling extent, nothing like to the extent to which they ought to be tried. Ten years ago such a thing as an excursion train was unknown, and it was with very great difficulty that the railway directors were induced to try the experiment; but it was tried in the first instance at a single fare for the double journey, giving the people a fortnight, extending over the whole system of railways. The first train, I think, carried 300 or 400 passengers, and it gradually increased to about 1,600. They have now perhaps three or four trains running each way carrying from 1,500 to 2,000 passengers each train, but they have not tried the experiment sufficiently; they have only run these excursion trains twice or three times in a year.

1671. Do those excursion trains run in connexion with trains bringing passengers from England?—No, they are entirely local.

1672. (*Mr. Glyn.*) Do not the Irish railway companies issue excursion tickets in connexion with English railways?—Yes.

1673. At low fares?—They accept a single fare.

1674. I believe there is no passenger duty paid in Ireland?—No.

1675. Can you state what the per-centage of the passenger duty is upon the receipts in London; is it not five per cent.?—Yes.

1676. That is an advantage which the Irish railways possess over the English railways?—Yes. The Government duty for 1863 for England and Wales was 365,000l.

1677. (*Mr. Ayrton.*) Is the second-class accommodation in the Irish carriages generally much better than in the English carriages?—It used to be so, but latterly they have put cushions into the second-class carriages in England.

1678. The second-class carriages are more generally used in Ireland than in England, are they not?—Yes.

1679. Practically, the great majority of those who travel first-class in England travel second-class in Ireland?—Yes.

1680. Therefore, practically, they are carried at a much cheaper rate in Ireland?—No, it is $1\frac{1}{2}$ d. and something better than that per mile. I think that the average fares in England are not more than 2d. a mile first-class.

1681. (*Capt. Galton.*) The third-class fare in Ireland is 1d. a mile, is it not?—Yes.

1682. Is that the universal rate?—Yes.

1683. Do they issue to third-class passengers return tickets?—On some of the Northern lines they do, but not on the Great Southern and Western, or the Midland Railways.

1684. Are there in Ireland any regular express trains established?—No.

1685. Are you aware that the charge by Mr. Bianconi's cars was 1d. a mile?—No; but I know that Mr. Bianconi was obliged to try an experiment when he started his cars upon a new road, which I think might be tried by the railway companies; there is a great deal to be said by the railway companies about the evils of competition, but I think that Ireland has suffered very much from the want of competition.

1686. You spoke of an experiment that was tried by Mr. Bianconi, and which you said might be tried by the railway companies?—Yes, it was this; whenever Mr. Bianconi started a new conveyance in a district, and he found that it was not paying, he immediately set up a competition against himself, and started another conveyance at lower rates, the effect of which was to enable him to get passengers to travel by the high-priced car as well as by the low-priced car, and by so getting people to travel by the two, to make it pay.

1687. Is the average speed upon the Irish railways the same as upon the English?—No, it is less. The average speed of a passenger train is 25 miles an hour in Ireland, while in England it is from 30 to 35 miles an hour.

1688. (*Mr. Hamilton.*) Does that speed of 25 miles an hour include all the stoppages?—No; take Galway for instance, a distance of 126 miles, they take five hours to do that, say 20 miles an hour, or 25 miles an hour including stoppages.

1689. (*Chairman.*) Are the tolls reduced for passengers at harvest time?—Not at harvest time; but they carry a large number of harvest men from Ireland to England at the rate of $\frac{1}{2}$ d. a mile. They are carried about two months before the harvest begins at that rate, and they are carried back for about two months after it finishes; and although the population has considerably decreased in the West of Ireland, yet that traffic has steadily increased. I believe that those men could be carried all the year round at a low rate, and that they would go for all purposes of labour over to England.

1690. There would be a sufficient inducement for the railway companies to carry those men at other times as well as at harvest time?—Yes; they seek employment also on railway works.

1691. (*Mr. Ayrton.*) Do you think that tickets could be issued to certain classes of people rather than charging them the general rate by a train?—No; but I think it affords an additional reason for the reduction of 50 per cent. which I have mentioned, that those men carried at $\frac{1}{2}$ d. a mile are steadily in-

creasing each year. I think that if they made a universal charge for third-class passengers of $\frac{1}{4}$ d. a mile, the result would be that the travelling would be considerably increased.

1692. (*Chairman.*) Have any experiments been made as to the effect of season tickets?—Yes, but with no result at all.

1693. Have they ever been applied for?—No. For a distance of 26 miles out of Dublin we had it in operation for 10 years, but the number was always the same, and there was no residential traffic on the line.

1694. (*Capt. Galton.*) I suppose that on the Dublin and Wicklow lines there is such a traffic?—Yes, they have a large traffic from season tickets there.

1695. (*Chairman.*) Do you think that the railway companies run a sufficient number of trains for the accommodation of the passengers?—No, I do not think they do in some districts; for example, take the trains from Athlone to Castlebar, going a distance of 72 miles, there was only one passenger train a day each way, so that in point of fact it is utterly impossible for the people to use a railway, they cannot do it; a man cannot go from one town to another sometimes in one day; for instance, from Athlone to Castlebar, a distance of 72 miles, they cannot go there and back in a day, and the consequence is that it prevents them going at all.

1696. Did you ever recommend to your directors to put on additional trains?—Yes, I told the directors of the Great Northern and Western line this accommodation was insufficient to develop the traffic.

1697. Was that refused on the same ground which you have already mentioned?—Yes; and there is no doubt about it, that one train, carrying out the notion, if it is a correct one, that there is only a fixed quantity to be carried, is the best way to carry it; but as yet they have not tried the experiment of giving greater facilities at lower rates; I think it is a mistake myself.

1698. (*Mr. Glyn.*) You would reduce the rates, and give more perfect accommodation?—Yes.

1699. (*Mr. Horsfall.*) What is the population of Athlone and of Castlebar?—I cannot at the moment state, but it is small and inconsiderable; I think Athlone contains possibly about 7,000, and Castlebar 5,000 or 6,000.

1700. (*Chairman.*) Are there any intermediate places of any importance?—Yes, there is Roscommon, the county town, and Castlereagh.

1701. Did you carry any milk into Dublin?—Never.

1702. Might a traffic in that be created with advantage?—I never had any applications for that, and I never heard of any attempt being made to try it.

1703. With regard to parcels traffic, is there any parcel traffic of any importance?—No, I do not think there is of any very great importance; I think it is quite worthy of attention, and that every facility should be given, but I do not think that that branch of traffic is of any importance with reference to the general principle of lower rates.

1704. (*Mr. Horsfall.*) Did you state that there was only one general train from Castlebar to Athlone?—Only one passenger train per day.

1705. How many trains do you think the respective populations of the two towns would warrant?—I think that if the railway is to support itself they ought to have at least three trains, one in the morning, one in the middle of the day, and one in the evening.

1706. Do you think they would pay the expense of the rolling stock?—I believe that eventually they would, coupled with a reduction of the rates.

1707. (*Chairman.*) You think that if it was worth while to have a railway there at all, three trains a day should be run each way?—Yes; but all these reforms are exceedingly difficult to carry out in Ireland, from the fact of the enormous number of interests that there are, and some of them adverse

interests, in the railway world. The railway system of Ireland consists only of about 1,700 miles, and it earns an income of 1,520,000*l.* a year.

1708. (*Capt. Galton.*) What are the adverse interests to which you have just referred?—What I mean is this, that to control that very small affair, they have no fewer than 18 boards. I would contrast it with the London and North-western Company, which is worked by a single board of directors, one set of officers, and one establishment. That railway earns an income of 5,300,000*l.* a year; it works 1,200 miles of railway, as against 1,700 miles in Ireland and an income of 1,520,000*l.* a year. The revenue in Ireland is only about one-fourth of the revenue of the London and North-western Company.

1709. Do you think it would be advantageous to amalgamate the Irish railways with any of the English railways?—I think it would be an advantage to the Irish railways if they were taken in hand by the English railway companies, but the difficulty is to get any united action among the railway companies, which is, I think, illustrated by this, that to earn a revenue which is only equal to about one-fourth of the revenue earned by one railway company in England, there are 18 different companies in Ireland, 18 distinct sets of officers, and 18 different sets of opinions to work with, and the consequence has been that any attempt to develop the traffic in Ireland up to this time has been a failure.

1710. Do you think they would work better if they were all amalgamated in one company?—Yes.

1711. (*Chairman.*) Do you think there is no remedy for the state of things you have described but amalgamation?—Yes.

1712. (*Mr. Glyn.*) Would you propose to place the whole of the Irish system of railways under one board?—Yes; I think that it would be managed better than by 18 different boards.

1713. (*Chairman.*) You think that traffic in England has been generally better developed in very large enterprises than on some of the smaller lines of railways?—Yes, that has been the effect on the London and North-western line, and upon all those which it has absorbed, in my experience.

1714. (*Mr. Hamilton.*) Can you state what has been the total amount of capital which has been expended on railways in Ireland?—No, I cannot. The difficulty of working railways in Ireland may be illustrated in this way: I will take the coast line from Dublin to Belfast; that is in the hands of three companies; the distance is only 113 miles, and yet there are three distinct companies concerned in it, and of course there is very great difficulty in carrying out all the arrangements, because there are different opinions and different interests to be consulted. The parties see things through different lights, and the public have suffered very much inconvenience from that state of things; but there is another line which has been specially granted.

1715. (*Mr. Glyn.*) They work with through rates, do they not?—Yes.

1716. And the carriages run through?—Yes; but as between Galway and Belfast I dare say it will be in the recollection of the Commission that a great attempt was made to make Galway a very important port, but the attempt failed, and at the same time there was a great effort made by the Belfast merchants to establish a trade in the west of Ireland, but there is very great difficulty in getting any sort of union of action amongst the different parties in Ireland. As an example, I may state that a waggon starting from Galway would take, possibly, two or three days to get to Belfast; a journey of that kind ought to occupy only about six or seven hours, or ten hours.

1717. (*Lord Donoughmore.*) Surely the route from Galway to Belfast is in the hands of the Midland Company, at least to Cavan?—Yes, but unfortunately there is another interest which comes in from Cavan to Clones, which is the Irish North-western Company, who are at bitter enmity with the other section of the line belonging to the Ulster Company, who have the

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line from Clones to Belfast, and the consequence is, that when the Ulster Company proposed to create a traffic to the west of Ireland, the other company interpose every difficulty they can, and they thereby sacrifice the through traffic between the west of Ireland and the north of Ireland to their own local squabbles.

1718. (*Mr. Glyn.*) Do they compete in rates?—Yes, they do.

1719. What railways are in connexion with the Great Southern and Western Railway from the south?—The Waterford and Limerick Railway.

1720. With what companies do they work or have through rates?—They work with all the companies.

1721. So that in point of fact there is but one system?—Yes.

1722. (*Chairman.*) The Waterford and Limerick Company are not on good terms, are they, with the Great Southern and Western Company?—No, they do work through.

1723. (*Mr. Glyn.*) Do they book through?—Yes, but the Great Southern and Western Company makes its arrangements entirely with reference to its own convenience, and the Waterford and Limerick Company, entirely with reference to its traffic from Waterford to Limerick.

1724. You think that all that would be cured by amalgamation?—Certainly.

1725. (*Mr. Hamilton.*) You think it would be very desirable to amalgamate all these Irish railway companies, so getting rid of the 18 boards of direction and placing them all under one superintendence?—Yes.

1726. Can you suggest any mode by which that amalgamation could be brought about?—I think there would be no difficulty about the railway companies amalgamating if they could be brought into a frame of mind to do it; otherwise I could not suggest any means.

1727. (*Mr. Horsfall.*) Have you considered the railway system in Ireland with a view to any action on the part of the Government, and with the object of improving the system?—I have formed what might be considered perhaps a very crude idea upon the subject, and it is this, that if any law could be passed to compel the railway companies to reduce their rates, a guarantee should be given in some shape to the railway companies, take for example their best year's income, and induce them to reduce the rates 50 per cent. and let the deficiency, if any, for a period of years, say three, four, or seven years, be recouped to the company, or guaranteed in these proportions, a third by the Government as having an interest in Ireland, and for the benefit of the country, another third by the railway companies, and a third to be raised by local taxation on the baronies.

1728. (*Lord Donoughmore.*) How would that proposition to raise a third by local taxation do you think be received by the people of Ireland?—They would object to it very strongly, no doubt, but it would be only asking those gentlemen who complain of these high rates to back their opinions to that extent, and to submit to a very slight tax for a time.

1729. (*Capt. Galton.*) Suppose that at the end of three years the railway company's receipts increased considerably, and they realized a higher dividend, should they not then be called upon to pay the whole of the amount?—Yes. If in the following three years, by increase of traffic, they got back to their dividend, I think they should pay back the tax.

1730. (*Lord Stanley.*) Do you think it is any part of the business of the Government to assist railway companies in carrying traffic below the cost price?—I confess that as to railway enterprise generally I do not think it is any part of the business of the Government to interfere with it; but I think that the case of Ireland is quite different, and that perhaps something ought to be done for it.

1731. (*Mr. Ayrton.*) What is the difference in Ireland?—The country is very much poorer than England, and I do not think they can afford to make the experiment without assistance.

1732. The question put to you was, whether it was any part of the business of the Government to assist railway companies in carrying traffic at less than the cost price, quite apart from the question of experiment?—I do not think it is.

1733. (*Mr. Glyn.*) Do you think that the railway proprietors would like to run the risk, as you have suggested, for a period of three years?—I am sure they would not, although a great number of the railway proprietors complain that the railway directors have not sufficient enterprise, and that they will not charge low rates, and give increased facilities to the public; but I would like to ask those gentlemen whose property would be benefited if these changes were made, whether it would not be worth their while to back their opinions by paying a slight tax to make up the deficiency that might arise.

1734. (*Mr. Ayrton.*) The line from Athlone to Galway is guaranteed by the county rates, is it not?—Yes.

1735. What is the opinion entertained by the people of that district? Do they ask the directors to reduce the rates, and if so would the directors decline to make the experiment?—Yes, they have done so, and the directors have refused.

1736. Although the inhabitants of the county are willing to meet any loss that might arise?—Yes; and I can put a stronger case than that: Lord Clancarty, who is a considerable landed proprietor at Ballensloe, made a proposition to the directors of the Midland Great Western of this kind, that he would personally guarantee them; if they would try a low scale of fares for a year, he undertook to pay any deficiency if any arose, any difference that there might be between the results of the low fares and the ordinary fares between Athlone and Galway, but they declined to accept the offer.

1737. (*Mr. Glyn.*) Did they assign any reason for doing so?—The reason which they gave was, that they thought it would be a dangerous experiment to try upon one section of the line.

1738. (*Mr. Ayrton.*) Have the inhabitants of Galway made any formal application to the company or to the grand jury of the county?—At almost every meeting of the grand jury there are expressions of indignation used against the Midland Great Western company.

1739. (*Lord Donoughmore.*) Have not those expressions of indignation generally had reference to the manner in which the persons present thought they were treated by the board of directors as to the guarantee?—They had; but I know also that before that quarrel arose they were always complaining that the rates were too high, and that they were not fairly treated.

1740. (*Lord Stanley.*) Do you think it would be possible to meet the difficulty in this way, without applying to any source external to the railway companies themselves;—to allow them to borrow money, being liable to repay it within a period, say, of 30 years, and letting them apply the proceeds of the loan so obtained to meeting the temporary deficiency caused by the reduction of the fares?—I think that that would be one mode of doing it.

1741. That might be done by obtaining the sanction of Parliament to such an arrangement without any assistance from the Government itself, or from any one else?—Yes; that is my opinion.

1742. (*Chairman.*) If such an Act was passed, would any of the railway companies in your opinion avail themselves of the powers so given?—I should be very unwilling to answer for the railway companies, for I do not know what view they would take of it; of course in such a case you would say that they should reduce their rates.

1743. (*Capt. Galton.*) Why should the railway companies borrow money to meet any loss arising upon a reduction of the rates, would not the loss simply have the effect of preventing them for a time paying dividends?—I believe that they would show a loss.

1744. A reduction in the rates would merely produce a want of dividend?—Yes.

1745. Could not they pay the dividends out of capital, or rather raise additional capital to pay the dividends?—I understood his Lordship to suggest that they should have the use of this money for a certain time, to pay up, say, in the course of three years, any deficiency, and then that the money borrowed should be repaid afterwards; that would be to meet the temporary difficulty.

1746. (*Mr. Glyn.*) Would it not be necessary to persuade the proprietors that there would ultimately be no loss?—Yes.

1747. (*Capt. Galton.*) You mean that it would be very difficult to persuade the directors to adopt any course like that?—Yes, for some of them entertain very strong opinions upon the subject, and that in point of fact is the difficulty which you have to deal with. They have a fixed notion that there is a fixed quantity of traffic to be carried, and that no reduction of fares which they might make would eventually relieve them from loss.

1748. Even although new traffic should be developed?—Yes.

1749. (*Mr. Ayerton.*) Is not the manufacturing industry of Ireland chiefly near the sea ports?—It is principally in the north of Ireland.

1750. It is near to the sea ports?—Yes.

1751. Then I presume that there would be little railway traffic with regard to that industry, and that any foreign trade would not utilize the railways to any extent?—No.

1752. Passing from the manufacturing industry of Ireland we come to the agricultural industry in the interior of the country?—Yes.

1753. There being a great preponderance of agricultural industry, is not the fruit of that industry to a large extent consumed on the ground where it is produced?—Yes, no doubt it is now.

1754. And must it not be so, so long as there is a large agricultural population in the centre of Ireland?—Yes, but there is no reason why, by the establishment of facilities, you should not create a manufacturing population; take Galway, for instance, there is water-power enough there to turn all the mills in Manchester, and that is now running to waste.

1755. If Galway was the seat of manufacturing industry, would not that industry develop itself into the port of Galway, and not require any railway facilities for its development?—Certainly not; of course it would increase the trade of the port considerably, but then you would in that way increase the wealth of the place to an enormous extent, and of course to that extent you would increase the receipts of the railway companies.

1756. Even although Galway were converted into an active port there would still be no great communication between Galway and Dublin?—I think there would be much greater communication, practically there is very little now.

1757. Would not one port have its own traffic and the other port have its own traffic with the interior?—Yes; take passenger traffic for instance, Dublin will always be the port to which Galway will find its way.

1758. I am speaking of goods traffic. If Galway became as active a port as Dublin, would the result be that there would be a largely increased traffic between Dublin and Galway?—The effect of making it a manufacturing place would of course very considerably increase the traffic.

1759. (*Mr. Roebuck.*) Take, for example, Liverpool, do you find that the traffic is diminished between Liverpool and London?—No; and I think that in a similar way, any increase of manufactures in a place like Galway would have the effect of extending the traffic.

1760. (*Mr. Glyn.*) What amount of dividend does the Midland Great Western Company pay?—In the last half year it was 2 per cent.

1761. What is the highest dividend it has ever paid?—Five per cent.

1762. Then there has been a diminution in the amount of dividend?—Yes.

1763. When did that take place?—Last year, but it arose principally from a large increase which took place in the working expenditure, and from renewals of the permanent way.

1764. (*Capt. Galton.*) Have any new lines been opened?—No, not of their own.

1765. (*Chairman.*) Had the permanent way been neglected?—I think that they had practised economy to too great an extent.

1766. (*Mr. Glyn.*) They had not renewed the permanent way from year to year?—No.

1767. (*Mr. Roebuck.*) Had there been any diminution in the amount of the traffic?—Not anything very considerable.

1768. (*Mr. Horsfall.*) Does the line from Athlone to Castlebar constitute part of the Midland Great Western line?—No, but they work it; they contributed a third of the capital, and they work it, but it belongs to an independent company.

1769. Do you think that your plan of running more trains between Athlone and Castlebar would increase the dividend?—Yes, I think so, and subject always to this qualification, that it would take time to do it, possibly two or three years, for, as I said before, these things always take time.

1770. (*Mr. Ayerton.*) Must not any increase of agricultural traffic arise from an increase of production?—Yes, of course, to a very great extent.

1771. How do you propose that agricultural products from the centre of Ireland are to get to Dublin in the course of three years?—I do not propose to confine it entirely to agricultural traffic, but, for instance, in the article of fish, nothing is done in Ireland, which arises as much from the want of these facilities being afforded as from anything else.

1772. Is not the true condition of Ireland with regard to the great mass of the country, to which there could be anything like a long line of railway carried, agricultural?—Yes.

1773. Any increase of traffic must result from an increase of agricultural products?—Yes.

1774. How are they to increase so as to double the traffic in the course of three years?—I think by the introduction of coal into Ireland you might create a large manufacturing interest, and that has been proved only in the last week by the establishment of a large spinning manufactory in Drogheda by Mr. Whitworth.

1775. Spinning and the manufacture of textile fabrics have long been carried on in Drogheda?—But those branches of industry had decayed very considerably; it was so at one time.

1776. Do you think that the introduction of coal is the only thing requisite to develop manufactures in Ireland?—No; I do not think it is.

1777. Is not the absence of such industry in the main attributable to other causes?—I do not mean to say that the other causes do not bear a larger proportion in the reason, and I do not say that coal alone is the only thing that is wanted.

1778. Is there not a great deal of water power in the centre of Ireland?—Yes.

1779. Is not that sufficient for many branches of manufacturing industry, if there were not other causes which prevented its application?—You cannot always compete in trade without the advantage of steam.

1780. (*Mr. Roebuck.*) I understood you to say that the difficulties in the way of transit and transport would prevent an increase of manufacturing industry in Ireland?—Yes.

1781. If you increase the means of transit, and decrease the rates charged, you will at least create the possibility of establishing manufactures in the centre of Ireland?—I think that they are the main essentials to the establishment of such an industry.

1782. The article of coal has nothing to do with it. What is wanted is the means of transit?—There is a

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1783. If you increase the traffic to a port, do not you thereby enlarge the market for agricultural produce; and do not you create an incentive to bring agricultural produce?—Yes.

1784. I suppose that that would be the advantage of your proposal, which would be derived by Ireland from an increase in the trade of a port like Galway?—Yes; the effect of course would be very considerably to increase the prices of everything produced, and therefore it would benefit very much the agricultural producer.

1785. (*Lord Donoughmore.*) Have any efforts been made to develop the fish traffic from Galway into Dublin and to the English markets?—There have been through rates established, and I think that they are absolutely necessary.

1786. If a moderate rate was established, do you think it would lead to an increase of the traffic?—I think it would; but not to the extent that that traffic ought to be developed.

1787. Why so?—Because of the great difficulty that is always found in dealing with the fisheries in Ireland. In Galway there is a class of men called "Claddaghmen," and they have always resisted every attempt to improve the fisheries on the west coast of Ireland. Two companies, I know, have been established, and they have found that they could not obtain labour, they have been interfered with, and they have been poached upon; and within the last 10 years, any attempts which have been made to improve the fisheries on that coast have entirely failed through the opposition offered by these Claddaghmen.

1788. (*Mr. Roebuck.*) I believe there is a large quantity of salmon caught in Galway?—Yes.

1789. How is that salmon transported to England?—The Galway fish almost entirely comes by railway; but from Ballina, where there is a much more important fishery, it is carried, although within 20 miles of a railway station, by smacks to Liverpool.

1790. (*Lord Donoughmore.*) Is that attributable to the high rates charged upon the railway?—Yes, to some extent.

1791. (*Mr. Ayrton.*) With regard to the development of the fish traffic from Galway, was there not a company established for that purpose?—Yes, several companies were established with that object in view.

1792. And they all failed?—Yes.

1793. Did they not fail in consequence of the opposition of the people in Galway?—Yes, the Claddaghmen; and every attempt that has been made of that sort has failed, in consequence of the opposition offered by those men; they have obstructed every attempt to improve the fishery; they have successfully resisted up to this time every attempt that has been made to improve the fisheries; and their own condition.

1794. (*Chairman.*) Are poultry and vegetables brought into Dublin by railway?—Yes.

1795. From what distance are they so brought in?—Poultry is brought from the extreme limits of the lines of railway, from Cork, Galway, and Sligo.

1796. Is it the fact that a great deal, taking a radius of 20 or 25 miles round Dublin, is brought in by carts?—No, not a great deal, I think.

1797. Do you think that most of it is at present brought in by railways?—Yes.

1798. Is it your decided opinion that there is no prospect whatever of the railway companies trying the effect of reduced fares?—Speaking from my own experience, I know that they are very reluctant to do anything in the way of reducing the fares, unless you accompany the proposition with an assurance that the immediate effect will be to increase the traffic. I have always found, when I have proposed a large reduction of the rates, with a view to the development of the traffic, that I have been met with this difficulty: They say, "It will not be of the slightest use. There is only a certain quantity of traffic to

"be carried, and we had better create the highest rate for that traffic that we can."

1799. I think you have stated that the directors were justified in so viewing the matter upon the whole?—Yes; because there would be no doubt a certain loss for two or three years, which might not be recouped, although I think it would.

1800. Do you see no prospect of any change, unless there is some interference by Parliament in some shape or other?—I think not.

1801. But you have not formed any very definite idea as to what that interference should be?—Only the very crude idea which I have already expressed, that one-third should be guaranteed by the Government, one-third to be obtained by local taxation, and another third to be borne by the railway companies themselves.

1802. That is, that two-thirds of the loss should be guaranteed from other sources?—Yes; and that the companies should bear one-third themselves.

1803. (*Mr. Roebuck.*) You have excluded, have you not, the circumstance that the directors would lose in lowering the rates upon coals?—What I said upon that was, that I thought they would be repaid for any reduction they might make upon coals in about a year.

1804. But the directors seem to have the same aversion to any change in the case of coals, as in any other case?—Yes.

1805. It is not so much that they would lose their dividend, but they do not like the change?—No.

1806. (*Mr. Hamilton.*) Do you think that the railway companies have rolling stock sufficient to carry any much larger quantity of coal?—If not, they could easily increase it; at the present time they could carry a much larger quantity, I should say treble the quantity of coal, with the same rolling stock.

1807. There would be no necessity, in your opinion, for any large increase?—No. With regard to the passenger traffic, for a distance of about 50 miles below Dublin, I think I should be safe in saying that the number of passengers, taking the year round, does not exceed, in each compartment, two persons, and if they filled all those compartments they would multiply the number by nearly 20 times and that would not make any material increase in the expenditure.

1808. (*Mr. Roebuck.*) You stated that, in your opinion, the directors were not obnoxious to any blame for not reducing the rates in the case of coals?—That is their own opinion; but I thought that by reducing the rates to a halfpenny a ton per mile they would recover any loss they might sustain in the course of a year, but they were of opinion the reduction of rate would not increase the consumption of coal; you will hear a great deal of difference of opinion upon the coal question. Lord Lucan, who is the chairman of that line of railway, from Athlone to Castlebar, entertains very strong notions upon this subject. He says that it is a perfect fallacy to suppose that the Irish people will ever burn coal in the place of turf. I have formed a very different opinion, and a great number of resident noblemen and landed gentry, are also of opinion that coal supplied at about 1*l.* a ton would supersede the use of turf at their own hall doors, and elsewhere; but certainly Lord Lucan and others entertain very strong opinions to the contrary. They say that you will never induce the people of Ireland to use coal instead of turf, and that being so it is rather difficult to convince the directors of railway companies that a radical reduction in the rates charged is a desirable thing to make.

1809. (*Mr. Glyn.*) Do you think that a system of through rates in connexion with English railways would develop the traffic in Ireland, whatever there may be there?—Yes.

1810. (*Mr. Hamilton.*) But through rates would be equivalent to a reduction of the local rates, would they not?—Of course.

1811. (*Mr. Glyn.*) I understood you to say that that was your belief, if the rates on Irish railways were to be reduced to the level of those of England?—Yes.

1812. (*Mr. Dalglish.*) Who are the persons who principally complain of the mismanagement of the Irish railways; the shareholders?—I think that the complaints are almost universal, for if you take up any Irish newspaper, you will find that it is quite a popular subject, the complaining of the mismanagement of Irish railways in Ireland.

1813. What are the principal complaints that are made?—They complain of the high rates, that is the principal thing; they say that they ought to have very much lower rates.

1814. As low as they are in England?—Lower rates than those in England.

1815. (*Mr. Ayrton.*) Do you know what the cost of cartage is in Ireland?—Upon grain it is 4d. a mile.

1816. On common loads?—Yes.

1817. That is the ordinary cartage rate?—Yes.

1818. Is not that the proper standard from which to start before persons in Ireland complain of suffering a grievance at the hands of the Irish railway companies?—Do you mean to say that they ought to take 4d. a ton a mile as their basis, and that goods ought to be carried according to that on railways?

1819. If the charge by load is so much higher than that by railway, they could have no great grievance against the railway company, which charges them so much lower?—But I think that there is no sort of analogy between the cost of carriage on common roads and on railways.

1820. (*Mr. Glyn.*) Are the terminal charges in Ireland lower than they are in England?—Yes.

1821. Considerably lower?—Yes; they do not cart in Ireland at all; it is done by agents, forwarding agents as they are called; and the consequence of that is that the public suffer very much, and it operates as a great drawback to the interchange of traffic between the two countries. In Ireland there is a set of men, who call themselves forwarding agents, they are established generally in Dublin, having agents in the English ports, and if any goods are consigned to England, a crate of eggs, for instance, these men get hold of them, and the railway companies not being their own carriers in Dublin, these forwarding agents make any charges that they think proper upon the goods, and when they arrive at Manchester, for instance, the additional charges made by them amount to 75 per cent. of the railway charges.

1822. That is a matter extraneous to the railway system?—Yes.

1823. (*Capt. Galton.*) But it is the result, is it not, of not having through rates?—Yes.

1824. (*Mr. Glyn.*) It arises partly, does it not, from a want of communications at Dublin between the respective railways?—No, it arises from the railway companies not doing their own cartage in Dublin, because there is no doubt that any railway company can do its own work better than any agent can.

1825. (*Lord Donoughmore.*) You allude to Mr. Fishbourne?—Yes, and other men of that class; and their object has been not so much to develop traffic as to make as much as they can out of it.

1826. (*Chairman.*) Are there any other points upon which you wish to express your opinions to the Commission?—No.

1827. (*Mr. Ayrton.*) Is there perfectly free competition among the persons you have just spoken of, or is any preference given to one person over another?—The railway companies have no control over the forwarding agent; he does just what he likes with the traffic after he gets hold of it, unless it is delivered to him at a through rate. Mr. Fishbourne is the so-called agent of the Great Southern and Western Company; but they cannot control his movements when he once gets hold of the goods.

1828. So far as the railway companies are concerned, are persons perfectly free, if they choose to establish themselves in that business?—Yes, there is perfect freedom.

1829. (*Mr. Gower.*) You stated, I think, that you were in favour of the amalgamation of Irish railways.

Would you enforce that upon them?—That is rather a difficult question to answer, but I think I would, rather than that it should not be done at all; if it could be enforced I think it should be done.

1830. Is there any amalgamation of railways in Ireland?—The Great Southern and Western Company have absorbed some of the smaller lines in the south of Ireland.

1831. (*Lord Donoughmore.*) The Dublin, Dundalk and Enniskillen line is also amalgamated, is it not?—Yes; that is amalgamated with the northern system as far as Londonderry.

1832. (*Mr. Glyn.*) Have the railways between Belfast and Dublin the power to amalgamate now?—No. I think that those powers have altogether expired. An attempt was made by some of the proprietors this year in the case of the Dublin and Belfast Junction and the Dublin and Dundalk, but it was rejected by the proprietors themselves.

1833. (*Mr. Gower.*) How do you account for there not being the same tendency to amalgamate railways in Ireland as in England?—I cannot account for it, except only in this way, that when the railway directors, say three or four boards of directors, come to discuss the question of amalgamation, they will have to consider a certain loss of patronage; there are certain fees attached to the different posts, and they do not like to lose them.

1834. (*Chairman.*) Do not these considerations arise in England as well as in Ireland?—Yes, they do no doubt, but they do not seem to have the same effect in England as in Ireland.

1835. (*Lord Donoughmore.*) The directors do not like to be dethroned, in point of fact?—No, I think that is it.

1836. (*Capt. Galton.*) In England they would have more opportunity to seek for another field?—Yes.

1837. (*Mr. Ayrton.*) Have you estimated what the annual saving would be by an amalgamation of all the Irish lines of railway?—No, I have not. Mr. Dargan has expressed some very strong opinions upon that point, but I do not agree with him as to the enormous sum which he says would be saved by amalgamation.

1838. (*Mr. Glyn.*) Have you calculated the working expenses at the present time of the different railway companies?—Yes, and I think that the average working expenses of the Irish railways at the present time is 49 per cent., and I believe that by a better system of management, by amalgamation or by a better union of interests, those working expenses could be fairly reduced to the extent of from 5 to 7 per cent.

1839. (*Lord Stanley.*) Is it not the general rough calculation that the working expenses absorb half of the gross receipts upon a railway?—Yes.

1840. That is in England?—Yes. If you are going to work or lease a line you take 50 per cent. as the fair working expenses.

1841. (*Mr. Hamilton.*) Generally speaking, it is less than that, is it not?—No, I think not; that is about it.

1842. (*Lord Donoughmore.*) Is not that what is generally allowed in common purse agreements?—Yes; on the London and North-western line I think it is 42 or 43 per cent.

1843. (*Mr. Hamilton.*) Do you speak from information which you have obtained of 50 per cent. being the usual allowance made for working expenses?—Yes.

1844. Are they not as low as 46 and 47 per cent.?—Yes, certainly it is so in some cases.

1845. (*Chairman.*) Do you think that there is a greater tendency to amalgamation on the part of railway companies in England, with a view to protecting themselves from competition, than there is in Ireland?—Yes. I believe that the absence of competition is most injurious not only to Ireland itself but to the railway interests in that country.

The witness withdrew.

W. T.
Mulvaney, Esq.

10th May 1865.

WILLIAM THOMAS MULVANEY, ESQ., further examined.

1846. (*Chairman.*) You wish, I believe, to supply some deficiencies in the evidence which you gave on the last occasion before the Commission?—Yes.

1847. Will you have the goodness to state the points to which you now wish to call the attention of the Commission?—I wish particularly to show the impossibility of developing any system that may be contemplated in Ireland without a connexion with the various systems of railways that exist there in Dublin, and to which I referred on the last occasion, under the head of accessories for development of traffic; without that, no system like that of the German unions, getting the traffic from one part of the country to another, can be effected.

I also desire to call the attention of the Commissioners to the necessity of being able to make sidings and branches to places that would afford trade to a railway without the enormous cost which separate Acts of Parliament for that purpose require in England and Ireland.

Another subject which has occurred to me is the question of the supply of waggons. It has been argued in Germany that the waggons should be supplied by private parties, but the principle seems to be right and just that the railway company, who are the carriers, should provide waggons for the purpose. On that question, as an accessory to the development of traffic, I would call attention to the necessity of giving certainty to the consumer and to the producer, as to the transfer of his goods through the instrumentality of arrangements made for through rates, and without the trouble and expense of personal attention at the various places where, so to speak, the bulk is broken. In reference to the second point, the German union system and its applicability to Ireland, I omitted to state to the Commission that, in those unions so called, the waggon work is provided by the various companies of the union, who furnish for the purpose of through traffic their quota of waggons for that purpose to the common work; they arrange among themselves a tariff for the transport of goods, and they fix the rate at which each party shall be paid for its waggons in passing over the lines of another party. The arrangements on all these subjects have attracted a great deal of attention on the part of the unions in Germany; and they are all contained in a little book,* which I have fortunately found, in which the various unions in Germany are mentioned, and in which all their rules and regulations and tariffs are set forth. The rates in the German unions, as I explained before, are published, and the rates for all through traffic are known to every one; but there are special rates which are charged from time to time consequent on the development of new trades. I have had in Germany considerable difficulty in inducing those unions to adopt, as a principle, a per-centage deduction from those rates for full trains running through from fixed station to fixed station; and it seems to me that, inasmuch as it saves very great original cost to the company in the transport of goods, it might be a very great advantage if it were adopted in Ireland. It has been suggested to me that there would be a difficulty in adopting the principle of the German unions in Ireland, in consequence of their not being able to compel any intervening company or end company to join in the rates. For an island like Ireland, one would naturally propose that the whole country should be placed in one union with regard to the through traffic, but perhaps it would also admit of subdivision into sub-unions under one union for particular systems. But to meet the difficulty arising from any one company refusing to adopt what the majority of the unions was prepared to approve, it may be suggested that the decision upon such a point should be provided for by Act of Parliament, the matter to be referred either to arbitration or to the

Board of Trade, or to some other properly constituted authority to decide it.

The third point to which I wish to call attention is more economical arrangements for working; and I was not before aware that that was one of the objects of this Commission. Apart from the question of low tariffs, and the principle that a mass of trade will of itself greatly economise the cost of transport, I may state that the organization of regular goods trains at fixed hours and fixed times running from one part of the country to the other has been found in Germany to have a very useful effect in stimulating the senders and receivers of goods to arrange for their being loaded in time, and furnished to those trains; and also in stimulating the traffic managers themselves to provide for the quantities to be taken by such trains, so that the locomotive which runs may have full work according to its power. The establishment of these trains has very often led to new traffic, and it is perhaps scarcely necessary for me to call the attention of the Commissioners to the fact, that nearly all railways have derived their chief profits out of the new traffic which has been created by them. In Ireland, upon the whole, I am afraid it must be admitted that very little new industry is to be expected to arise out of the present system, and it appears to me difficult to do it so long as the different lines of railway are not absolutely connected, so that the trains and carriages could run from one to the other, especially as long as the tariffs are so high as they are at the present time. With regard to the questions of direct and indirect freights, and varying and fixed rates of freight, I may observe that a fallacious principle seems to have governed them to some extent of late years in Ireland. The doctrine entertained by railway directors, that there was a fixed traffic, and that that could not be increased, has led to its natural consequences, at least in one instance, that as the traffic of passengers, owing to emigration or otherwise, diminished, the fares have been increased; and, as I have already ventured to express myself, the fares are now too high, and the natural result of that increase in the fares is proved by the dividends diminishing, and that system has naturally had the effect of starving the traffic instead of increasing it. With reference to low variable tariffs, I might perhaps call attention to this, that new markets might, in Ireland, be developed thereby. For instance, I will take agricultural produce; hay, in England and in many parts of Ireland, when I was well acquainted with that country, never exceeded from 30s. to 2l. a ton, which was the value of it in the place of its production; in most parts of England, especially in the mining districts, where they require large quantities of hay, the rates run from 8l. to 10l. In Durham it is frequently so, and in Northumberland. I am not so well aware how it stands in Lancashire, but I believe the prices there are very high; but notwithstanding this great difference in price, and I know that they can make first-class hay in Ireland, I take it that there is very little traffic in hay between the two countries. In Holland, a year or two ago, the demand for hay was so great from England, that the export of it commenced there by the introduction of one pressing machine to press the hay and prepare it for market, and I am quite satisfied that a very large and important return trade, even for the coal waggons, would be found in the various agricultural districts to be carried to a port for export, not simply in hay, but in many other agricultural products, such as roots, beans, peas, and vegetables, which go at the present time extensively to Scotland. But to enable these very cheap articles to be brought with advantage in large quantities, it is necessary, as I stated before, that the railway should come alongside the ship, and discharge these products without cost into the vessel. As an interesting result of the indirect profits arising from low fares, I may refer to the experience I gained in local agitation for reduced freights upon coal in

* Tarif-Taschenbuch, für den Güterverkehr auf Deutschlands Eisenbahnen, Von A. Rörig. Berlin.

Germany. The first consequence of it was an immediate demand for an increased quantity of rolling stock. So great was the necessity for providing waggons and locomotives, that a whole series of trades were set in motion, and these things of themselves brought to the railways increased the transport of iron and wood, and of all the articles necessary for the manufacture of those waggons; and when I merely allude to that fact, the benefits resulting will naturally suggest themselves to the minds of the Commission. On the subject of varied rates and fixed rates, which occupy the attention of the Commission, I may say that fixed rates, however low, may nevertheless bear a certain new traffic, that appears to be essential in order to have elasticity in the question of freights as in all commercial matters. In Germany the internal traffic is taken for short distances at high rates, but they are adopting a system of a falling scale of rates for traffic in proportion as the distances increase, while for through traffic they have almost invariably much lower rates than their local traffic rates. In this way, cattle, for instance, whether dead or alive, from Ireland might be usefully brought from one station to another with a view of being taken to the great market for agricultural produce from Ireland to England; and to enable the cattle to be brought with advantage to the English market, it is probable that not only a reduced rate, but greater accommodation in regard to waggons and vessels than at present can be afforded would be necessary at lower rates. This is another evidence of the necessity for power to vary the rates. I may mention, with regard to passenger traffic, a fact which has come to my knowledge. A person in the north of Ireland, I believe his name was Roe, and he told me the fact himself, leased a railway from Londonderry to the sea. He leased it from the company for a certain number of years. There were very high rates charged upon it, and I think that the special rate for passengers that he mentioned to me was 4s. 6d. He adopted then a very low rate, 1s. or 1s. 6d., at his own risk as lessee, but he immediately produced by this reduction a very vast increase in the traffic, bringing important benefits to himself. But when his lease dropped the railway direction put on the high rate again, and the traffic immediately fell off. In the same way with the harvest men who come in large numbers from the western districts of Ireland into England, the rates are charged according to the period of the year by the railway company, and with advantage for the men at the time, but after the time when the rate put on for the harvest men has passed away, they walk instead of going by the railway waggon. With regard to the question of passengers, the suggestion that I would respectfully make with regard to Ireland is that the German rates should be adopted as a maximum, 1½d. for first-class passengers, 1d. for second-class passengers, ¾d. for third-class passengers, and ⅜ths of a penny for fourth-class passengers. They are very nearly about one-half of the present rates; and I may perhaps be permitted to observe that without the construction of much more railway stock the change could be effected, if adopted, by adapting the present first-class carriages generally as second class carriages for the second-class passengers in Ireland, which would be precisely the state of facts in Germany; for the second-class passenger carriage in Germany is fully equal to the first-class passenger carriage in almost any part of England or Ireland, and so through the various classes.

With reference to the subject of coal, and the coal trade generally, I wish to show, simply looking at the circumstances of Ireland, what was effected in Germany by a reduction of the rates. It was conceived that because Westphalia was very rich in coal, a parallelism did not exist between the circumstances there and the circumstances in Ireland, and my object was to show that the distance from the Westphalian coal field to the districts, very often purely agricultural districts, to be supplied with coal, was not in

Germany much greater than it would be from the English coal districts on the coast to the interior of Ireland. It was very nearly double in the case of Germany. I would also beg to state, in reply to a question which has been already put as to the various coal districts which exist in Ireland, and which are certainly not developed for want of railways being taken to the mouths of the pits, but I believe the introduction of English coal into the interior of Ireland would lead directly to the development of those districts. I believe that the south-western part of Ireland has not yet in any way been fully explored by making borings or otherwise to ascertain its capabilities in the production of coal. Those which are in Kilkenny, Tipperary, and Tyrone, and the north are better known.

The only other matter of interest which it strikes me to mention to the Committee, is with reference to the question of how the change, which appears to be so necessary, may be brought about without destroying the principle of private enterprise and handing the railways over to the Government to manage. With reference to that I beg to recall the attention of the Commission to what is done in Germany. The Government, as I have already stated, guaranteed the interest to the private companies, and not only so, but a system was organized in the open money market by the issue of obligations in the shape of amortisable obligations, which are payable off from time to time by lot, and very large sums of money are obtained in this way at very moderate rates of interest. In the case of the Cologne and Minden Railway, which I have at present in my mind, the government from time to time guaranteed interest upon 46,000,000 of thalers, which would be very nearly 7,000,000*l.*, and about 22,000,000 of thalers besides this were taken up in the shape of obligations by private parties in the open market, and these are regularly paid off out of each year's income from the railway; for instance, in the year 1863 the net profit on the Cologne and Minden Railway was 700,000*l.* That was devoted to the payment of interest and the redemption of those obligations; 295,864*l.* is the loan proportion; the state duty is 55,000*l.*; the reserve fund is 82,000*l.*; but through the instrumentality of this system of financing, the company were in a position to pay their own shareholders, as they stated on the last occasion, 12 and ⅓ths per cent. upon their subscribed capital, the total sum which they paid the shareholders being 252,000*l.* Now it appears to me that it would be possible, with reference to the debt in Ireland on the various railway companies, that either this debt might be reduced by a similar arrangement into a terminable annuity payable off by degrees, at a low rate of interest, either directly through the instrumentality of the state, or through an enactment similar to that which is so very extensively used on the Continent, not merely in Germany, but in Belgium and France. If the Irish railway system were by such means relieved of a portion of its debt, they ought,—if the directors can be convinced by the experience which has been obtained in other countries, of a certain increase of traffic arising from a reduction of the freights,—they ought either to be in a position to effect these reductions themselves, or at least it is to be assumed, that the facts being known to the public, parties would be found who would guarantee to the shareholders a minimum dividend upon the prospect of the future, so that they would be able to obtain loans for a certain number of years, and recoup themselves by increased profits for the losses which everyone anticipates, in a country situated as Ireland is, would in the first instance follow from a reduction of the freights. These are the only further observations which it occurs to me to make.

1848. (*Lord Donoughmore.*) Referring to the opinion which you expressed at the commencement of your evidence to-day as to giving further facilities to existing railway companies to make sidings and branches, I think you stated that the present system

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entailed very great expense upon the companies?—Yes, as I understand it.

1849. Will you be good enough to explain what further facilities should be given, and upon what plan you would propose to decrease the expense of making sidings and branches?—The plan which exists in Germany is laid down by a universal railway law, that any such sidings or branches, or even a whole railway, is merely conceded by the Minister of Public Works and Commerce, after he has made the necessary investigation, almost without cost, and following his concession, which is approved of by the Crown. There is an expropriation of the land and all rights belonging to the railway system.

1850. Have the parties whose property would be expropriated by the operation of these concessions any power or right to be heard by counsel or witnesses against the project of a railway company?—They have only a right to be heard before the Ministerial department. There are official and impartial valuers, or arbitrators, named to value the property, and upon their valuation being made the concessionaires proceed with their works, and reference is then only made to the Minister, so far as my memory serves me.

1851. Is the decision of the valuers as to the compensation which the owners are to receive final?—Yes; subject, in cases of dispute, to an appeal to the Minister.

1852. There is no appeal made to a jury?—I think not.

1853. Do you think that in this country, where the people are free, and rather like to enjoy their property without let or hindrance, such a system would be borne, either in England or in Ireland?—I think that we do bear it at present, but not certainly without an appeal. There is an organized system, and in which I took part at an early period, for the purchase of property; it was adopted first on the River Shannon, and it is now prevalent all over Ireland, and that arbitrarily enables property to be taken.

1854. That is, after passing an Act of Parliament?—Yes; and I take it that that *modus operandi* for expropriating property will still continue in that country, I believe it does, subject to an appeal to the assistant barrister; but the great question is, not the question of expropriation, but the great expense which is incurred in parliamentary contests before the Act of Parliament is granted, or it may pass through unopposed, and it will cost more money than the siding that is wanted.

1855. Are you aware that a General Act was passed last session to give power to railway companies to construct works, subject to the approval of the Board of Trade, and without an Act of Parliament in cases where they obtained the consent of all parties?—Yes, and that might have the effect of debarring them from making those works; whereas in Germany, when once the concession is given, then the power of expropriation from the mode of valuing that exists there follows.

1856. Before a concession is granted to a railway company by the minister, do the persons whose property would be so expropriated receive notice of the intention of the parties to apply for a concession?—Yes; public notice is given in the newspapers that such a concession is to be applied for.

1857. Is it anything like the notice which is given in this country, notice being personally served on each owner, accompanied by a statement of the manner in which his property will be interfered with, the quantity of land proposed to be taken, and a sketch being given of the line, as intended to pass through the property?—I rather think that it is not in such detail, but full notice is given in the local papers, and persons who object can appear before the minister and state their objections.

1858. Is the minister assisted at all by a jury?—No.

1859. He alone is entirely responsible, and decides according to his will and pleasure?—No; he decides

according to the Act of Parliament, and I believe there is a general Act in Prussia with regard to the making of railways, giving powers and laying down the rules and regulations under which they shall be conceded.

1860. Do you think that any British subject would be content if a minister of the Crown, by his mere *ipse dixit*, were empowered to say that his property should be taken away from him whether he liked it or not?—I am not competent to give an opinion upon that, but if it is not so done, the system which prevails clogs your whole railway system with enormous expense. As I stated before, as far as I recollect the statistics upon the subject, the preliminary expenses taken together for the construction of railways in this country exceed the cost of all the railways in Germany.

1861. (*Mr. Ayrton.*) In Germany, I believe, they do not object to level crossings over any road?—They are nearly all level crossings.

1862. They do not make bridges over roads, even at the very entrance to a large town; they do not incur that expense?—The system of level crossings is very prevalent in Germany, and I must admit it is very much subject to complaint, and I think it is generally found now, where the traffic is increasing extensively, to be injurious, and that causes them to regret that another system was not adopted in the first instance.

1863. Do you not consider that the circumstances connected with the development of the coal traffic in Germany were quite exceptional, because the country is very cold during a long period of the year, there is very little fuel, and that is extremely expensive in many parts of the country?—No. The private consumption is a small matter in the whole affair, and it has not yet at all been worked up to the extent to which I believe it will come. Wood, I believe, is still burned from preference in Berlin and in various other towns. It is the manufacturing industry that has taken the greatest advantage of coal, besides which the collieries in Germany have been for a very long time in existence; vast numbers of them exist there, but the trade in coal was always limited from the want, I believe, of the means of transport.

1864. The cost of transport by land was so enormous that practically it limited the consumption of the coal?—Yes.

1865. They had to rely chiefly upon wood as fuel for manufacturing purposes and for domestic consumption?—Yes; before the railways were introduced, although within a few miles of the coal pits they were obliged to rely on wood.

1866. Therefore the construction of railways caused a sudden increase in the consumption of coal as fuel?—It did not do that, as I stated before, until the rates were reduced, for they burned wood in the locomotives in Bavaria, and in many other parts of the country they burned turf in the locomotives, in Bremen, and in many other parts of the country.

1867. (*Chairman.*) Would not your plan of raising money on terminable annuities add considerably to the charges upon railways at present?—No; my object is to reduce the cost.

1868. They would have to pay a higher rate of interest, would they not, if it was to be paid off?—No; not a higher rate of interest, for they would be gradually paying off the interest and the principal, but I was addressing myself to the question of the rates.

1869. (*Capt. Galton.*) If you can borrow money on a permanent annuity or a mortgage bond at 4 per cent., and you convert that into a terminable annuity, must you not pay something more than 4 per cent. during the whole time that that terminable annuity has to run?—Yes, perhaps 1 per cent. to a sinking fund.

1870. That would be a greater charge upon the railway company than the present mortgage debt, would it not?—Yes, and of course that would be a useful stimulus to them to develop the traffic. The proportion is very large of loan and mortgage debt to the share capital in Germany.

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1871. (*Chairman.*) The latter is very small, is it not?—Yes. The alteration that I would make with regard to Ireland in its present difficulties, with a debt of about ten millions on the railways, is this: if that debt, instead of paying the present high rate of interest could be converted into a terminable annuity, and either guaranteed by the State or guaranteed to be paid off in 30 or 40 years, like the Drainage Loan in Ireland, it would be such a boon as ought to induce the existing companies to make some effort to obtain the increased benefits which would be derived from low fares.

1872. (*Capt. Galton.*) But that would diminish for some time, would it not, the dividends payable upon the shares?—No, they are paying interest now which is equivalent to what would make a sinking fund and pay interest.

1873. Do you mean if the Government gave a guarantee?—Yes; if you take it at $3\frac{1}{2}$ per cent. interest. I am assuming $3\frac{1}{2}$ per cent. for interest, and in this particular case of Ireland, that the debt was only to pay interest for the first five years during

the experiment, and that the repayment of the principal was only to commence from that day forward. It would be in that shape practically a great benefit conferred upon the present railway companies.

1874. (*Mr. Glyn.*) You would make it $4\frac{1}{2}$ per cent., including the interest and sinking fund?—Yes, after five years.

1875. (*Chairman.*) Do you think that parties would be found willing to make the experiment, to raise the loans, and then run the risk, during the first three or four years, of going without a dividend?—I have not the least doubt of it in this country; I find that the English railway companies are extending their traffic into Ireland, and very judiciously so; *i.e.*, the Western companies into the south of Ireland, and the North-western from Holyhead into the north; and communications may be made from other railway companies, and these very railway companies might lease the Irish systems of railways or portions of them, and still keep up that same spirit of competition which I think is so desirable for the future benefit of the public in Ireland.

The witness withdrew.

Friday, 12th May 1865.

PRESENT :

HIS GRACE THE DUKE OF DEVONSHIRE.
THE RIGHT HON. THE EARL OF DONOUGHMORE.
THE RIGHT HON. LORD STANLEY, M.P., F.R.S.
J. A. ROEBUCK, Esq., M.P.
T. B. HORSFALL, Esq., M.P.
ROBERT DALGLISH, Esq., M.P.

GEO. CARR GLYN, Esq., M.P.
A. S. AYRTON, Esq., M.P.
CAPT. DOUGLAS GALTON, R.E., F.R.S.
E. T. HAMILTON, Esq.
J. R. MCLEAN, Esq., Pres. Inst., C.E.
W. POLE, Esq., F.R.S., *Secretary*.

HIS GRACE THE DUKE OF DEVONSHIRE, K.G., F.R.S., IN THE CHAIR.

MR. WILLIAM KIRBY SULLIVAN called in and examined.

1925. (*Chairman*.) You are professor of chemistry to the Museum of Irish Industry at Dublin?—Yes.

1926. Has your attention been much directed to the subject of Irish railways?—Yes, especially in connexion with the transport of mineral products.

1927. Do you wish to confine your evidence solely to Irish railways with reference to mineral products?—I should like also to offer some evidence with reference to agriculture.

1928. Are you prepared to give evidence generally upon the subject of Irish railways?—I am.

1929. Do you consider that the fares and rates of carriage for goods and parcels charged in Ireland are injurious?—I do.

1930. Do you consider that the produce of the mines and quarries and agriculture generally would be greatly benefited by a cheap scale of fares and rates?—Certainly.

1931. Are you of opinion generally that cheap rates and fares would stimulate trade?—Yes.

1932. Will you state your opinion as to the effect which you think will be produced by the diminution of fares?—I believe that the first effect would be a considerable development of mining; I also think that agriculture would be very considerably benefited, especially in the portions of the country which are most backward because most distant from the markets; I believe as there is now a tendency to engage in manufacturing industry in Ireland, more than perhaps has existed for 20 or 30 years, that it will greatly stimulate that tendency.

1933. Are there any facts upon which you ground your opinion, that a diminution of fares would be accompanied by a large increase of traffic?—I will first direct the attention of the Commission to two cases in connexion with mining, which will show what is the influence of the present rates of transport upon that branch of industry; I may observe that although we have a great number of mines in Ireland, they are not very rich and they are scattered through the country, many of them only giving produce of a low value, as, for example, sulphur ore, iron ores, and zinc ores. The present rates which are charged upon these products are exemplified in the case of the Wicklow Copper Mining Company. The Vale of Avoca is the centre of the largest sulphur mining operations perhaps in Europe. Formerly copper was extensively obtained there, but latterly, say for about the last 20 years, the sulphur ore has been the chief product, and from 80,000 to 120,000 or 130,000 tons annually have been exported. Iron ore is also found there in great abundance, and is now extensively worked. The distance from the Vale of Avoca, where the mines are situated, to the stations at Kingstown is 39½ English miles, and the charge for the sulphur ore to that point

is 4s. 3d. per ton, making consequently a rate of something more than 25 per cent. of the total value of the product, which is 16s. per ton free on board.

1934. (*Earl of Donoughmore*.) That includes terminal charges?—Yes; the railway charge upon the iron ore is 3s. 9d. per ton.

1935. (*Chairman*.) Where is that from?—From the same locality to Kingstown. I take Kingstown, in the case of the sulphur ore, rather than the Harcourt Road Station, because practically very little except the local consumption of Dublin itself would be delivered there; 3s. 9d. per ton upon iron ore is very nearly 50 per cent. of the total value, because they have to pay, besides the 3s. 9d. for the carriage of it to Kingstown, a charge of 3d. per ton for taking it from the depôt at the mine to the station itself; so that virtually the charge is 4s. or exactly 50 per cent. upon the total value. Independently of the more valuable ore, there is an article called “smalls,” which are the broken pieces, the value of which is only 6s. per ton, delivered free on board. They cannot send that at all, because the charge would be the same for that as upon the ordinary sulphur ore. It would be 4s. 3d. per ton to Kingstown, leaving, therefore, only 1s. 9d. as the margin for cost of production and profit. So that the present charge would be 72 per cent. of its actual value. The produce of this one mine for the year ending the 1st of March, 1865, was, of common pyrites, 30,600 tons; and of iron ore, 15,164 tons. The total produce being 56,576 tons.

1936. Then you include some other item?—I have included all the other varieties of ores which have a higher value, and therefore do not come under the categories which I have mentioned. I have included the copper ore, and a portion of the deposit of copper; which make a total of 56,576 tons. That produce could, were it not for the charges paid, have been raised to a very great extent. The company had, I am informed, contracts for this year which would have enabled them to sell 80,000 tons altogether of ores from that single mine, but they could not fulfil them, owing to the difficulties with the railway company. The “smalls” are of course not sent at all. There is one other port to which ores are sent, which is only 6¼ miles distant, namely, the Port of Arklow, which is only available in the summer months in consequence of the bar.

1937. (*Earl of Donoughmore*.) In point of fact it is not a port at all. It is only an open roadstead?—It is an open roadstead. The charge to that place is 2s. 6d. per ton for the 6¼ miles, or about 4·8 pence per mile. On the 9th of May, in consequence of those charges, and the difficulties with the railway, the mining company had 120 carts carrying ore to Arklow, having thrown the railway company overboard

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altogether, finding it cheaper to deliver it in that way at Arklow, than to take it to Kingstown.

1938. (*Mr. McClean.*) Is there a tramway to Arklow?—The tramway was made originally by Mr. Hodgkin, but it has been sold to the railway company.

1939. (*Mr. Horsfall.*) Which railway company is it?—The Dublin, Wexford, and Wicklow Railway Company. I may add that that is not the only loss which the Vale of Avoca as a mining centre suffers, because we lose the advantage of return freights from the coal trade. The coal vessels coming into Dublin are obliged to return chiefly in ballast; of course they do not go to Arklow, and so the mining company loses the advantage of that return freight which the delivery in Dublin or Kingstown would give them; and now that we are to have a line of screw colliers, the advantages of return freights would be more certain.

1940. (*Chairman.*) Do you know whether the Wicklow Copper Mining Company have ever made a representation to the railway company upon the subject of their charges?—Yes.

1941. (*Mr. Glynn.*) Have they refused to make any reduction?—They have refused the offer made to them by the mining company.

1942. (*Mr. McClean.*) Do not the mining company pay a very high dividend?—They do.

1943. And the railway company a very high one?—Yes; that railway is perhaps the one which pays the best dividend in Ireland. As I have no direct interest in either the railway or the mining company, I have mentioned the case only as an illustration of the influence of the cost of transport upon our mining. I can also mention other cases.

1944. (*Chairman.*) There are mining companies in the Vale of Avoca besides that, are there not?—There are several. There is another district, the traffic of which comes upon a different line. It would be one of the largest mining districts after Avoca itself; it is in the centre of Ireland, in the county of Tipperary, where the influence of the cost of carriage is still more important upon the produce, namely, the district of the zinc mines near Nenagh. The ore is peculiar there, a portion of it is very rich, quite as rich as that of the zinc mines in Germany or Belgium, but a large portion is also mingled with ochre, which has to be removed by an expensive process of washing, and the consequence of that is, that a large portion of it cannot be transported at all. In one month the net return of the mine was 307 tons, valued at 692*l.* 8*s.*, and the cost of the carriage was 217*l.* upon that. The total quantity of zinc ore exported in 1864 was 3,500 tons, and of fire clay 100 tons, so that the total sent by rail was 3,600 tons; and there was brought from Waterford 500 tons of coal. The total tonnage of ore, coal, and fire clay was, therefore, 4,100 tons. This is exclusive of stores and of other ores.

1945. Where was the carriage to?—That is a good illustration of our railway system. The nearest port would be Limerick which is not many miles distant, but they are obliged to carry to Waterford. It costs about the same to Waterford, to Cork, or to Dublin. Limerick is nearer, but they cannot take it there, and the cause of that is that there are no railway wharves, therefore the cost of taking it to Limerick would be greater in consequence of having to cross the city than it would be to send it on to Waterford.

1946. Do the railways come nearer the wharves at Waterford than Limerick?—They come alongside, which makes it more economical for them to send it to Waterford than to Limerick, although the distance is nearly three times as great.

1947. The charge is something like 15*s.* a ton, is it not?—No, the charge compared with the usual charges is moderate enough, because they have more facilities for carrying it up to Waterford. They carry it at 6*s.* per ton; the charge of 15*s.* includes the freight to Swansea.

1948. What is the railway charge?—It would be 6*s.* per ton.

1949. How many miles?—It is about 80 miles from Limerick to Waterford.

1950. (*Earl Donoughmore.*) What is the station?—The station is Bird Hill. The chief difficulty is that the Bird Hill station belongs to the Waterford and Limerick Company; and the mines are several miles distant from it; so that there is a large expense in carting the ore to the Bird Hill station. They are only about a mile and a half from a branch of the Great Southern and Western, which runs from Nenagh to Bird Hill. Looking to the access to that district by the other line the Great Southern and Western very naturally did not like to go to the expense of a station at Shallee, for which they would have to pay all the expense, and only be benefited by the receipts of two or three miles; so that the existence of the two companies on the one line of communication threw a great obstacle in the way, and raised the traffic charges very considerably.

1951. (*Chairman.*) Are there any other mines that you wish to call the attention of the Commission to?—I should say that the limit of production in those mines will not be reached for very many years. I have been down in the mines myself, and I know what the extent of their production is; and I must say that if there were facilities of transit given at a cheap rate, say at half of the present rate, I am sure the quantity of ore which would be sent would be certainly three times what it is at present.

1952. Do you think it could be put on board ship for 3*s.* a ton?—I think it could, and that would leave a considerable profit.

1953. Is the production from the mines capable of being rapidly increased?—Very rapidly indeed. All the investigations, as far as sinking is concerned, are made, and the levels are driven through the mass of the ore, so that at any time the amount that could be raised may be easily calculated.

1954. Would it not be for the interests of the mining companies themselves to promote a branch line from their mines to one of these larger railway companies?—That is exactly the very point at issue now.

1955. Have the mining companies themselves ever promoted a tramway to one of those lines?—If they could get a station upon the Great Southern and Western they would I have no doubt make a tramway, because they would be able to bring the waggons upon the railway loaded, but the obstacle in the way of that being done is that there are two competing lines just at that point, so that the line which has the station and which would have to give them the right of running their carriages over it is precisely that which would have the least benefit from it.

1956. (*Capt. Galton.*) What is the value of this ore at the market at which it is sold?—The poorer ore which exists in the largest quantity could not realise more than about 30*s.* per ton.

1957. Sold where?—Sold in Swansea.

1958. What does it cost to raise that ore in the mine itself?—The cost is very considerable. I could scarcely enter into it now. All that I can say with regard to that at present is that it would not pay to send the ore.

1959. But they do raise it now?—No, they only send the richer. Considerable quantities of inferior qualities are obtained in the dressing of what is raised, but the poorer ores are not at present raised where it can be avoided.

1960. Are the mines deep?—Some of them are deep. They go down to —

1961. Do they run into the side of the mountain at all?—Not this particular mine. The better ores would fetch from 42*s.* to 46*s.* per ton.

1962. (*Chairman.*) How much do they send in the year?—They cannot send the poorer ores at all, because there would be no margin for profit. Suppose the freights had been reduced to one half what they are at present there would have been a margin of 1148*l.* upon the zinc traffic arising from the operations of last year.

1963. (*Capt. Galton.*) What is the freight from Waterford to Swansea?—About 2s. 6d. per ton.

1964. And the charge by railway is 6s. per ton?—Yes.

1965. Therefore it would cost 21s. 6d. to raise the ore on the spot?—You have always to add the cost of transport to Bird Hill station.

1966. What distance is that?—About six miles.

1967. What would they convey that at?—It would be at least 6d. a ton per mile. I believe it actually costs 3s. 6d. per ton.

1968. That would be about 19s. per ton?—Yes.

1969. And it would cost that to raise the material?—It would cost that. They would have to dress it.

1970. What is the process?—They have to crush it, and then they have to subject it to a very elaborate series of washings so as to remove the whole of the ochre.

1971. Has it to be subjected to any heating process?—No. An attempt is about to be made to convert it into oxide of zinc so as to diminish as much as possible the weight of stuff which is to be sent to the smelting works in Swansea.

1972. If they could get coal at moderate prices would it be worth while then to reduce it on the spot?—Not perhaps to reduce it but to make oxide of it.

1973. At what price ought the coal to be in order to enable them to do that?—I have not made the calculation and it will be a very difficult matter. I should not like to venture just this moment to say what it would be. In fact the experiment is in process of being tried and it might be premature to say what would be the effect, but I know that the charge upon the coal is itself an obstacle to making the attempt.

1974. (*Mr. Roebuck.*) Is there any use made of the ochre?—As yet none, most of it is run into the river.

1975. (*Mr. Horsfall.*) I think you stated that it would pay the companies to carry this ore for 3s. per ton for 80 miles?—It would. If it had been carried at 3s. per ton instead of 6s. it would have given a margin of profit on the operations of 1864 of 1148l.

1976. (*Chairman.*) A profit to whom?—To the mining company on their zinc ore.

1977. (*Mr. Horsfall.*) Have you entered into any calculation as to what would be the profit to the railway company at these rates?—I have not, because I consider that the increased produce that would be raised from the mine would give them a slightly higher interest than they have at present.

1978. Do you know what the expense of working the line is, how much per mile?—The working expenditure on the Waterford and Limerick line was 301·39l. per mile for 1863.

1979. What is that per ton?—That includes their whole working expenditure. I have not the means of determining the cost of the goods traffic per train mile.

1980. What proportion of that 3s. per ton would fall on the company who work the line?—Considering that they have a sufficient rolling stock to do the work at present, and that they would bring back a considerable portion of coal, I do not think the increased expense would be very much. I do not think the increased quantity would be any additional expense at all.

1981. (*Mr. Glyn.*) They would carry in fact full loads?—Yes.

1982. What increased produce must the mining company give to allow that reduction of the railway rate?—If it reduced it to half, the mine should give double the produce, for instance, the 307 tons ought to be 614 tons.

1983. You have no doubt at all of the capability of the mine to produce a very much larger quantity?—I have a perfect certainty of its being capable of producing a three times larger quantity with the greatest facility.

1984. Therefore in point of fact the directors of the mining company could make a contract with the railway company for the delivery of a certain quantity,

provided they reduced their rate?—I am quite certain they could do that, subject of course to the variation of the market in England.

1985. (*Capt. Galton.*) How far are they now from the River Shannon?—They are, at present, not more than 9 or 10 miles from the River Shannon, but between them and the Shannon is a range of mountains, or rather high ground, lying between Nenagh and Killaloe.

1986. Is it not less expensive to them to get down to the Shannon, and go to Limerick that way?—Much more expensive, in consequence of the carriage across to the river, and then of course there would be the transshipment on board, and a second transshipment again on the Shannon itself. If there was a railway wharf at Limerick it would be very easy to send it down to Limerick, which would reduce the rate to one-third. It would be quite possible to send to Limerick if there was a railway wharf there at the rate of 2s. per ton, which would be one-third of the present rate.

1987. (*Chairman.*) Is there any extension of wharves at Limerick in contemplation at present?—I do not think that in the present condition of Irish railways, unless some change is made by amalgamating them all, any extension of that kind is contemplated, except perhaps in Dublin. With regard to Dublin, the change will be made, because a Bill has passed which will connect all the docks, which are now more or less useless, with the railways; there is a circular railway for that object. That is the only case of a railway wharf being proposed that I am aware of in Ireland, and I am not aware that it is contemplated to do so in either of the ports of Waterford, Cork, or Limerick.

1988. If the railways to the south of Ireland were amalgamated, do you think it would be for their interests to make a branch into these mines of which you have been speaking?—I certainly think it would.

1989. What saving would there be in that distance between the mines and the Bird Hill station?—The saving would be fully 2s. per ton, allowing a large margin for filling and other expenses.

1990. Would the freight from Limerick to Cork be the same as from Limerick to Waterford?—About the same, because you can get a chance of return freights. It would be to the interests of the company to own the vessels themselves, and in fact to bring back coal in return.

1991. Do you know whether the Great Southern and Western have ever considered the practicability of carrying the ore on their own line to Cork, with the view of shipping it there?—It would be too great a circuit, because they would have to go back to the junction upon the main line, and then carry it for nearly double the distance on their Cork line. In order to get to their Cork line through Limerick they would have to pass over two lines; they would have to pass over the Waterford and Limerick and the Foynes Railways.

1992. (*Capt. Galton.*) Are those two lines worked by independent companies?—Yes. The Great Southern and Western Company have running powers over the Foynes line from Patrick's Well to Limerick.

1993. (*Earl Donoughmore.*) I suppose if the Great Southern and Western Company had a station at Shallee to accommodate this Calamine Mine, that they could charge the maximum rate under the six miles clause for going to Bird Hill?—They could.

1994. Have the Great Southern and Western Company ever made any proposal to the promoters of those mines to take their ores for them to Dublin?—I do not think they have, because the mining company never contemplated going to Dublin in consequence of the absence of a railway wharf, but perhaps that would be remedied by means of the new line connecting the railway termini in Dublin. The cost of transport to the Great Southern and Western Company of their own coal, in consequence of the absence of wharves, amounts at present to about 1s. 9d. per ton. That is the actual cost of the carriage from the

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ship's side in Dublin to the Great Southern and Western depôt. The cost of the transport of ore would of course be equal to that. Then there is the loss sustained by carting it across Dublin, which, from the ore being so to speak in a state of mud, would be very considerable; the loss on the ore as it is, amounts to nearly three per cent.

1995. (*Mr. Horsfall.*) You spoke of the export of sulphur as being between from 120,000 to 130,000 tons. To which port is that exported?—To Liverpool and Glasgow.

1996. (*Mr. Glyn.*) I understood you to say that if a communication was made between the termini of Dublin by the Great Southern and Western, it is probable that it would all come by that route?—I am quite sure that it would be more economical than by the present system; but evidently as branch lines do not intervene, if there was only one company to deal with, and the same facilities were offered in Cork as in other markets, it would be cheapest to send it by Cork. If you have a separate large coal trade with South Wales it would give a back freight.

1997. I suppose the general freight is a little more for the Welsh ports?—The Great Southern and Western coal costs 3d. per ton less at present delivered in Cork than in Dublin.

1998. (*Chairman.*) The charges for the minerals that you have alluded to on the Irish lines are larger than the charges usually are in this country for mineral ores?—They are, because the mines are situated in a very different way from the English ones. Ours are scattered about, and the produce has all to be brought to a central point, whereas in England the greater portion of the ores of low value lie round the districts where they are smelted, and consequently are carried on a very large scale.

1999. Is the rate per mile higher in Ireland than in England?—Yes, because in Ireland the carriage of these ores has never really been developed in consequence of the scattered position of the mines, and it being impossible to make a rate for them. They are included in the general merchandise and goods at ordinary rates.

2000. Have there to your knowledge ever been any negotiations between the railway companies and the mining companies to get up a traffic of that kind?—There is that particular case of the Vale of Avoca. The Wicklow line was made through the Vale of Avoca under an impression that one of the chief sources of revenue would be mineral traffic; that, in fact, it would be a mineral line.

2001. (*Capt. Galton.*) Who finds the waggons?—The railway companies in all cases in Ireland.

2002. (*Earl Donoughmore.*) Do you know anything of the port of Wicklow?—Something.

2003. That is not so bad as Arklow?—It is not so bad as Arklow. Ores were formerly carried to Wicklow when the carts were used.

2004. Are you aware that before the railway was constructed there was a great deal of the sulphur carried by the shipping?—Yes.

2005. Are there no facilities for the shipping of ores at the port of Wicklow now?—I believe they are shipping from Wicklow, as far as the return freights will enable them. The great advantage which was expected to arise from the line to Kingstown was the existence of a large fleet of return vessels, which would have carried it back in place of ballast. Now there is a very active competition in sulphur ore, a very superior quality being brought from Spain, and even from Iceland; so that it is a trade in which there is a very active competition indeed.

2006. (*Capt. Galton.*) Are those ores superior to the Wicklow ores?—Yes; because of course they will only carry that portion which is superior from a great distance.

2007. (*Earl Donoughmore.*) Is it not the fact that Sicily is a country from which an important part of the sulphur is derived?—Yes; but since the differences arose, about 1840, between the King of

Naples and our Government the importation from Sicily has very much diminished. A very large portion of the sulphuric acid of Great Britain is now made from pyrites, and it is owing to that that we are enabled to carry on a large chemical trade even in Dublin itself.

2008. Are there chemical works in Dublin?—Some of the largest works for the manufacture of bleaching powder in the United Kingdom are in Dublin.

2009. Do they use this material which you speak of?—Exclusively; it is in fact owing to the advantage of having it that such a trade has been enabled to grow up there. First, one large works was built, and then another; and I believe a third will be built soon. Besides that, there are two manufactories for oil of vitriol using chiefly pyrites, and only a very small portion of sulphur.

2010. (*Mr. Glyn.*) This is in the face of these high rates?—It is.

2011. (*Chairman.*) Are these mines which you have spoken of in the principal mining districts in Ireland, or are there other mineral districts of importance?—There is one other large district, which is near Carrick-on-Shannon, containing iron ores and a coal field. The iron ores there are extremely rich, but the coal is not very good; and though abundant enough for a local trade it could scarcely ever become the basis of large smelting operations; some furnaces were erected there, but they are not now worked. I have no doubt that if facilities existed for transmitting the ore to Dublin, even at the present prices, that it would pay to take it from Lough Allen to Carrick-on-Shannon.

2012. There is a railway communication now from Carrick-on-Shannon to Dublin?—There is; but the charges at present would preclude the possibility of sending the ore that way.

2013. Do the railway companies think it would not be to their interest to charge such rates as would enable them to carry this iron ore to Dublin?—If the traffic were to come into existence the railway companies, I daresay, would reflect about it, but it is the absence of the traffic which prevents them thinking about it.

2014. Are the mines at Lough Allen worked to any extent?—Not at all; an attempt was made latterly to send some portion of the ore to England, but I do not think it was very successful.

2015. Do you know what description of ore that was?—Clay-ironstone of very superior quality.

2016. (*Mr. Glyn.*) Do you not think that the communication about to be made between the several railways of Dublin and the quays will obviate a great many of these objections?—It will; but obstacles will still exist from the number of different companies.

2017. The cost of carting from the termini to the quay in Dublin must in point of fact be prohibitory?—Quite so.

2018. Therefore many of the railway companies could scarcely have thought of the traffic as a remunerative traffic?—It would in any case be a speculative traffic, even though a person who is perfectly acquainted with the resources of any mineral district may know how far they could be developed. I am quite certain that it would ultimately pay, yet you cannot expect that twenty Boards of Directors, or even five or six, would all agree that that speculative hope would be fulfilled. Consequently, they will not make any improvements, especially in the presence of their shareholders, who, with a diminution of their passenger traffic, and a diminution of goods traffic, are afraid to make the slightest change of any kind.

2019. (*Mr. Hamilton.*) Has there been a decline of the traffic?—Yes, a steady decline both in passengers and goods traffic upon all the Irish lines.

2020. According to a parliamentary return which I have before me there was an increase comparing 1862 with 1863. Has the decrease taken place in 1864?—If you take the whole series of years you will find that the total receipts per mile will show a de-

crease. It will not do to take the total receipts of the number of miles open; the mileage receipts must be taken; thus, in 1859 the receipts were 1024*l.* per mile per annum; in 1860, 1003*l.*; in 1861, 1017*l.*; in 1862, 904*l.*; and in 1863, 872*l.*

2021. (*Capt. Galton.*) That is the receipts per mile?—Yes.

2022. The mileage has increased; but the traffic has not increased in proportion to the mileage.—Exactly.

2023. Had any comparatively unimportant lines been opened in the interval on which the traffic was small?—A few branches but not any very important lines.

2024. (*Lord Stanley.*) Your theory is that the lines not paying better than they do is due to the rates of fares adopted being too high?—Certainly. If you draw a line from the north of Ireland, say from Londonderry to Cork, you will divide the country into two portions. The greater part of the population west of that line is extremely poor, and cannot afford to travel; owing to the peculiar organisation of the agricultural classes there, the small farmers have scarcely any ready money, and the labourers have no wages, and therefore both have no money to travel with. A considerable change is now taking place in the country, wages are more frequently paid in money, and are gradually increasing, and although the population is diminishing, and there is a decline of traffic upon the whole of the railway system, I have not the slightest doubt that if the fares were reduced there would be a proportionate increase of the traffic.

2025. How is it that railway companies who are in all other countries supposed to be the best judges of their own interests have never seen the matter in that light?—Some do see it in that light and some do not. It happens that there is a greater conflict of opinion in Ireland as to what measures would benefit the country than any other country in Europe, and that conflict of opinion has been very injurious to the country. One set of persons will tell you that there is only one remedy, and another set will argue that there is no remedy at all; that the resources of the country are limited and are rather decreasing; and if you were to halve the fares you would only halve the receipts and that you would not get more traffic.

2026. (*Mr. Glyn.*) All the directors appear to be of that class?—I should think not.

2027. None of them have reduced their rates?—I have just heard that the Wicklow Company have reduced their rates to the original fares that were paid on the Dublin and Kingstown line.

2028. For passengers?—Yes.

2029. How long has that reduction been made?—Only since the present movement with regard to railways began.

2030. (*Chairman.*) Then that experiment has not been tried sufficiently long to know what the final effect of it would be?—No; but Mr. Dargan's intention is, I understand, to propose a very considerable reduction of fares and rates. The present condition of things in Ireland, I am sorry to say, is such as nearly to paralyse any bold speculative effort of that kind; when you have to deal with so many different interests, however speculative a man may be, he cannot carry it out. A man like Mr. Dargan would of course see the probability of success clearly.

2031. Do you think that that difficulty would be diminished if the total number of companies to be dealt with were smaller?—Or better, if the original plan when railways were first contemplated in Ireland were carried out, of having one central administration.

2032. One company for the whole of Ireland?—Yes; or some arrangement by which the traffic rates and the existing fares might be regulated by one company. I have no doubt that with a limited board they would see that their interest is clearly to develop the traffic within the area which feeds each line.

2033. (*Lord Stanley.*) Whether you have one company or many, would not the same difficulty arise that exists now, that whatever ultimate gain there might be there would be a considerable temporary

loss, and the shareholders who might possibly not intend to retain a permanent interest in the concern would not be prepared to incur that loss for the sake of the ultimate benefit?—I daresay that there would be a certain loss in the first instance; but there would be some gain from the amalgamation by lowering the cost of administration, and perhaps the traffic expenses also would be diminished somewhat, which might in part compensate for that loss. I have no doubt there would be for some time a loss, but there would ultimately be a proportionate gain.

2034. (*Chairman.*) Have you reason to believe that there is room for any considerable reduction in the cost of management and in the conduct of the traffic?—Perhaps not much; the traffic as a rule is economically conducted on the Irish lines. The total working expenses might perhaps, by consolidation of all the railways, be reduced to 39 or 40 per cent.

2035. Is not the cost of management a very small percentage?—It is not a very large item. The proportion of working expenses to total income in 1860 was 45 per cent.; in 1861, 44; in 1862, 48; and in 1863, 49.

2036. (*Mr. Hamilton.*) Will you give what it is per train mile?—The expenditure per mile in 1860 was 456*l.* 8*s.*; in 1861, 451*l.* 2*s.*; in 1862, 436*l.* 6*s.*; and in 1863, 431*l.*

2037. Is that per train mile?—Per mile of line opened. I have not calculated the amount per train mile for all the Irish lines, but on the Great Southern and Western it was about 2*s.* 4*d.* in 1864. This would not be far from the general average for the entire of the Irish lines.

2038. (*Chairman.*) Are there any companies working as low as 39 per cent. in England?—Not in England.

2039. Or elsewhere?—Yes. Some of the lines in Belgium and Prussia. The working expenses on the Cologne and Minden line I think are as low as that. The expenditure of the Cologne and Minden line was in 1861 39·75; this return includes not only the amount of the working and traffic expenditure but also the cost of management, rates, taxes, and everything included, in the same way as they are in the usual returns of the English and Irish lines. The Cologne and Minden line is not a small line, but a line of 301 English miles.

2040. You have spoken chiefly with reference to the possible development of mineral traffic; do you consider that there is also a possibility of a great increase in the passenger traffic and in the carrying of agricultural produce in Ireland?—I have no doubt whatever as to that. The one great obstacle which I have always seen to the increase of passenger traffic in Ireland, as far as the third-class passengers are concerned and a portion of the second, arises from the small incomes of the persons who form those classes. A portion of the people do not go at all upon the railways in Ireland. They cannot afford to pay the fares, and they will walk 30 or 40 miles rather than go upon the railways, because the fares would be greater than they could possibly afford. In one half of Ireland the agricultural labourers receive no money-wages but are paid in kind; that is to say, they get a piece of conacre land or receive the grass of a sheep and matters of that kind as wages; they scarcely ever have any money. The only money that they do see is what they receive for eggs, butter, and things of that kind that are taken by the carts going along the road. The development of a system of cheap parcel traffic rates upon the Irish lines would be one of the greatest benefits to the whole district to which I have alluded by giving these people small sums of money.

2041. Do you think that the passenger fares could be reduced sufficiently to enable these very poor people to travel upon the railway?—I am quite sure it would now compensate them to pay half the present fares in order that they themselves may sell their eggs and other produce at a large market town. There is a system of huckstering going on along the road. They sell their goods to hucksters instead of

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sending them by the rail. I was greatly struck with an instance of that in the north-west corner of Ireland, during this past year, where I saw immense quantities of cabbages in all the small plots of land in the county of Mayo and North Galway absolutely rotting, when in Dublin we can hardly get it. The working classes there are really very badly off for them. It is a curious fact, that Dublin now supplies a great deal of vegetables to Belfast, Glasgow, and Liverpool, indeed a large portion of the cabbages produced there are shipped away. I asked one of those people why he did not send his cabbages to Dublin. He was a peasant who was in the habit of visiting England during the harvest, and he told me that the thought had struck him already, and he had made a trial, that is to say, he had made inquiries at the railway station, and he found that the cost of transmitting half a ton or a ton of his cabbages, having to send them there without knowing much of Dublin arrangements, would be more than the total value.

2042. (*Mr. Glyn.*) What would the charge per ton be to Dublin?—The charge from the point I am speaking of would be, at the lowest rate charged for any merchandize, 11s. per ton; I do not think, however, that cabbages would be carried at the lowest rate.

2043. By the railway company?—Yes.

2044. You think that if they were taken at half that charge it would pay the company?—Yes, certainly.

2045. What is the distance?—The distance is about 130 miles to the place I am speaking of. I know a gentleman in the county of Wexford, who is in the habit of sending crops of that kind to Dublin at the rate of 8s. 9d. per ton.

2046. (*Capt. Galton.*) Would it be possible for the railway company to carry goods of that sort, for which they would be liable in case any damage should occur to them, at such a low rate as 6s. per ton for 100 miles?—I have no doubt that it would be, considering that their waggons are half empty. The average load of a goods train in Ireland is not more than 42 tons.

2047. (*Mr. Glyn.*) It would all serve to make up a train load?—It would.

2048. (*Capt. Galton.*) With reference to your remark that the passenger traffic had decreased in Ireland, you did not mean that the total number had decreased, because I find from the return that the numbers of those who travelled in 1863 as compared with 1862 were 1,140,000 as compared with 1,000,000, but that the mileage had increased from 1,400 to 1,600 miles. Therefore, while the passengers had increased one-tenth the mileage had increased one-seventh?—I did not. I have no doubt that the number of passengers will continue to increase.

2049. Do you think that there will be a large traffic in people who wish to carry their produce to market towns so as to enable them to sell it in those towns instead of to the hucksters as you have described?—I have no doubt of it.

2050. What sort of fare would enable that to be done?—I should say that it ought to be done at a halfpenny per mile for the third class. One penny is the present rate for the third class, for no reduction is made upon return tickets. The third-class passengers are excepted in Ireland from the advantages of a return ticket, so that the man who makes a journey of 20 miles to a particular place and returns, pays 40d., whereas the second-class man only pays 45d. for the same distance, which is only one-eighth of a penny per mile more.

2051. (*Mr. Glyn.*) You would say it should be a half-fare for a certain distance?—Yes, I should say if it were reduced to $\frac{1}{2}$ d. per mile that that would be within the income of a very large number of persons.

2052. (*Chairman.*) Has the experiment ever been tried on any line in Ireland of the effect of low fares?—The only case which would afford an answer to your question that I can recollect is that of the Foynes line. I do not know whether it is quite to the point. The circumstances of the Foynes line were these, that

they increased the fares both on the Foynes line, and on the steamer which was connected with it. The increase was put on in the year 1863; in the year 1862 the total numbers carried were 87,256.

2053. Will you state what the fares were then?—The fares were raised to Rathkeale, which is an important market town, from 2s. 6d. first-class, 1s. 10d. second-class, and 1s. 1d. third-class, to 2s. 10d. first-class, 2s. 2d. second-class, and 1s. 5d. third-class. The total numbers carried to Rathkeale in 1862 were 87,256; in the year afterwards, when the increased fares came into operation, they fell to 71,383; and in 1864, to 63,046. A little steamer connected with the line and carrying passengers from Foynes to Kilrush which was called the Kelpie, during the four and a half months of the summer of 1858 was plying at opposition fares of 1s., from Limerick to Kilrush, and she carried 14,047 passengers, producing 1,358l., which would give for the half year 18,729 passengers, or 1,810l.

2054. What season of the year was that?—The summer season; the traffic of that line is chiefly a pleasure traffic. Kilkee, to which the passengers repair from Kilrush, is a considerable bathing station.

2055. (*Earl Donoughmore.*) A sort of Rams-gate?—Exactly. The numbers for the half year ending 31st December 1859, which is the next season after the opposition fares had been in operation the fares were raised to 3s., 2s., and 1s., were 14,997 passengers, producing 1,702l.; and in the two last seasons, the fares being 4s., 3s., and 2s., the numbers were for the half year ending 31st December 1863, 8,304 passengers, producing 959l., and for the half year ending 31st December 1864, 10,362 passengers, producing 1,138l., so that it would thus appear that a reduction of more than one-half produced exactly the same amount as did the very highest fares that they charged.

2056. (*Mr. Horsfall.*) Have they no low fares upon market days in Ireland?—I only know of three places where there are such trains. In the neighbourhood of Belfast they run one on the Banbridge line; on the Waterford and Limerick there are three each week from Carrick-on-Suir to Waterford; on the Cork and Passage there is a Saturday market train.

2057. What is really the reduction?—On the Cork and Passage line I think a return ticket is issued at a single fare. I do not know what the reduction is in the other cases. Special trains are sometimes run on fair days on many Irish lines, but the usual are I believe always charged.

2058. (*Mr. Glyn.*) If the third-class fare were reduced would it not give an opportunity to the people to go to market and sell their produce themselves instead of selling it to hucksters on the road?—I think so; and that such a reduction, coupled with a reduction of parcels rates, would greatly assist the development of trade in Ireland. At present persons who send butter from the counties of Wexford and Wicklow to Dublin, are charged as much for three cools of butter (a cool is a sort of tub in which they send it) as for one; and the same rule applies to return empty cools. A large trade has sprung up between Cork and Dublin in butter, and those who send it are small farmers. It is a very peculiar trade, and being unsalted butter it will not keep very long. The day before I left a person who is a farmer, and who first established the trade, came to Dublin to see whether he could do anything with regard to the rates at which it was carried, and he found it impossible to get any reduction from the company.

2059. (*Chairman.*) Is the butter trade restricted in consequence of the high fares on the railway?—It has a great effect upon the price in Dublin.

2060. (*Capt. Galton.*) What is the price of butter in Dublin?—The price at course varies, but that butter sometimes comes up to 1s. 6d. per pound. It is a trade which has grown up gradually, and is now very considerable.

2061. It is a great export trade, is it not?—This is a particular kind of Cork butter, in fact, there are two kinds of Cork butter. The export trade in Cork, salted butter is about 1,000,000 firkins per year; but there is a fresh kind of butter in which there is a considerable trade; it is of a better kind than the other.

2062. What does the other good butter sell at in Dublin; is that dearer or not than the other butter?—We do not get any of the other butter at all from Cork.

2063. I am referring to that which is sent to the market of Dublin?—That is dearer.

2064. What is the price?—The price varies from 1s. 2d. to 1s. 6d.

2065. Of the 1s. 6d. per pound for the best Cork butter what is due to the carriage; what does it cost to convey a certain number of pounds from Cork to Dublin?—That particular kind of butter must be sent in small parcels because it does not keep, especially in summer, therefore it must be sent every day. The parcels rate upon the line are very high. There are between 30 and 40 dealers in Dublin, each of whom receives his parcels separately.

2066. Would a parcel weigh between 30 and 40 pounds?—Some would weigh only 20 pounds, some 15 pounds, and some as little as 12 pounds. The distance from Cork is 165½ miles, and the rate upon a parcel of 14 pounds is 1s. 3d. up to 100 miles.

2067. Then it will not be above 1d. per pound upon a parcel of 15 pounds weight?—It would only be 1d., but there are other charges.

2068. Do they deliver it for that?—Yes, they deliver it to certain places for that; not to all.

2069. What reduction could be made which would make any appreciable difference in the price of the butter?—They could reduce it to one-third of a penny.

2070. But that would only save two-thirds of a penny upon a pound out of 1s. 6d.?—Although the people who use that butter can afford to pay for it, nevertheless, this small reduction is of some importance. I am referring to this particular traffic, however, more as an illustration of the effect of high parcel rates upon the smaller agriculturists.

2071. Do you think much more would be sold at 1s. 5½d. per pound instead of 1s. 6d.?—I think so.

2072. (*Mr. Glyn.*) In fact it does not come in large quantities?—It comes in small quantities, which in the aggregate, make a great deal; it is a gradually growing trade.

2073. Have the dealers ever tried to make a contract with the company for the conveyance of it based upon quantity?—It would be no use making a special contract for sending a large quantity, because that kind of trade branches out, and you cannot tell what the quantity you may want at one period, and what it may be at the next period.

2074. (*Mr. Horsfall.*) Have you heard any complaints in Ireland as to the unequal rate of charges between town and town?—Yes; as an instance I may mention the case of the mining company of Ireland. We have only one smelting works in the whole country, namely, the smelting works for lead and silver near Dublin. Considerable quantities of sheet and pipe lead, shot and red lead are made there. The margin for profit must be very narrow, considering that we have to import the coal, and have to pay for labour, labour being dearer in Ireland than it is in England, although, and indeed because, the wages are so much lower. The rate from Dublin to Newry by rail is 15s. per ton for lead, and the rate to Belfast is 12s. by rail. It is cheaper to send it the whole of the way to Belfast than to the intermediate station of Newry.

2075. What is the mileage to Newry?—It is very nearly 70 miles to Newry, and 113 miles to Belfast.

2076. (*Mr. Glyn.*) Is that inequality caused by the competition of the railways?—There are three lines in that distance. It is carried 113 miles for 12s., and by steamer for 10s. 1d., and it is carried to Newry which is not quite 70 miles, by rail, for 15s.

2077. (*Earl Donoughmore.*) Are there steamers between Dublin and Newry?—None.

2078. There are between Dublin and Belfast?—Yes.

2079. (*Mr. Glyn.*) Then the competition of the sea rules that?—Precisely. The result is, that the whole of the district which derives its supplies of lead and other articles from Newry by the inland lines branching from it, is shut out entirely from our only smelting works. That difference has been quite enough to drive the Dublin manufacturers out of the market, so close is the trade in these three articles.

2080. (*Mr. Horsfall.*) Do you think that the rate of 12s. to Belfast pays the company?—I think it ought to do so. That question depends much upon the total amount of their trade. If the amount of the trade was as much as it ought to be between those important places I have no doubt it would pay them very well.

2081. Can you give any idea what the extent of that trade is?—It must be very considerable. I can give the ordinary returns. It is composed of three lines. We have first the Dublin and Drogheda, then the Dublin and Belfast Junction which commences at Drogheda and goes down to Portadown, and then there is the Ulster line which goes on from Portadown to Belfast. The Dublin and Drogheda Company's total income per mile was 1,125l. for 1863, which is the only year for which I have the return at hand. The income of the Dublin and Belfast Junction was 1,128l., so that the trade is practically the same upon more than two-thirds of the whole distance. The income of the Ulster line was 1,035l. per mile.

2082. (*Earl Donoughmore.*) Those figures do not give an accurate estimate of the trade between Dublin and Belfast, because both the Drogheda Company and the Ulster Company have other lines which do not form part of the main lines?—No, they do not; but there is a compensation in this way, that upon each separate division of the line there are other lines entering which feed the main line. For instance, the Drogheda line is fed by the line to Navan passing through a portion of the rich grazing grounds of Meath. There is also a direct line from this district into Dublin. Then the Dundalk line gets a good deal of the inland portion of the Ulster trade over it, and the upper part of the line gets a portion of the Armagh and Tyrone trade, so that each of them has a feeder of its own. The return for each division of the line is nearly practically the same per mile, and a great deal of that trade actually comes down to Dublin.

2083. (*Mr. Horsfall.*) Are you aware of any complaints of unequal rates upon any line where there is not a sea competition?—Yes; on the line between Cork and Limerick; for instance, from Bruree to Limerick butter costs 9d. per firkin, and to Cork, which is about double the distance, only 5d. I have an instance upon the same line with regard to the carriage of turf and coal. One truck with 5 tons of coal costs 17s. 1d. from Cork to Bruree, and a single ton 6s. 3d., and it costs nearly as much from Limerick. For turf brought from the Rathmore station on the Killarney line to Bruree, about the same distance as from Cork, they charge 11. 7s. 6d. for a box, which would be about 3 tons weight of turf; and as 3 tons of turf is not more than the equivalent for heating purposes of 24 cwt. of coal, it is a perfect prohibition of that important source of industry.

2084. (*Mr. Horsfall.*) Do you think if there was an increased traffic in coal that it would at all supercede the trade in turf?—The coal trade of Ireland is one source that I would look to for an increase in the traffic. In 1825 the coal trade was about 750,000 tons, and in 1835 it was over one million tons. It is now fully double that, yet, it has only effected an entrance as it were upon the margin of Ireland. I have no doubt it will be four or five millions of tons before many years.

2085. (*Earl Donoughmore.*) Do you think that that will have the effect of very materially increasing the consumption of turf?—I do not think so. I think

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the consumption of turf will increase, but its price will gradually rise. Unless there are some other means of cutting it than those in use at present, it will be only able to supply the places around the bogs. In the south of Ireland turbary is gradually decreasing in quantity. Wherever the upper part of the deep bogs has been cut away, it is reclaimed and used as grass land, which is more valuable than to cut it down to the marl, especially where it is of a large extent. Where coal is dear, then, of course, turf pays for cutting. A ton of turf averages from 90 cubic feet to 250, that is as stacked for sale; it will be easily understood, therefore, that it is not likely in its raw state to be sent in any large quantities. Coal which can be brought in a concentrated form at a cheap rate as compared with turf, will supercede it, except upon the immediate margins of the bogs.

2086. (*Capt. Galton.*) What is the size of a ton of turf as compared with a ton of coals?—It would vary from three to six times.

2087. That is, one ton of turf would occupy the space of six tons of coal?—Yes, that is the extreme.

2088. A railway waggon would not carry more than one ton of turf?—Not more perhaps of the light, which practically would never be carried. Turf cut from the upper portions of a deep bog and air dried in the usual way, would have a specific gravity of 0·4 or 0·6, and towards the bottom of the same bog it would be from 0·8 to 0·9. Some of bottom turf may even have a greater specific gravity than water.

2089. (*Lord Stanley.*) Have all the attempts which have been made at various times to compress it so as to make it easily portable been perfectly unsuccessful?—They have been perfectly unsuccessful in producing an article capable of competing with coal for general purposes, because the cost of pressure is so enormous.

2090. (*Chairman.*) Can you name any other description of traffic which you think would be developed in Ireland by low fares?—I would say generally that there might be a large traffic in most articles of agricultural produce. More cattle, for example, would be sent upon the railways than now. On the Bandon line no cattle are now carried; they are all walked from Bandon to Cork.

2091. (*Capt. Galton.*) Have they ever been carried on that line?—They have to some small extent.

2092. Is the fare higher now than it was then?—Much higher.

2093. (*Mr. Glyn.*) What distance is that?—Twenty miles. In the neighbourhood of Dublin, which is of course the great centre of the cattle traffic, being close to the English market, nearly all the cattle are walked to market. The Honourable Mr. Massey, who grazes a large number of cattle, says that he buys a great many cattle in Tipperary and distant fairs, and he finds that he can always drive them by road for half what it would cost him to send them by rail. At the last fair of Ballinasloe he found that it was better to send the cattle by boat to Dublin, although there is a railway station on the line to Dublin a quarter of a mile from the town. A person who is most largely connected with the cattle trade of Dublin has given me the following information, which I am also able to substantiate myself. That "In October 1863 the Midland and Great Western Railway Company raised their cattle rates at all the intermediate stations between Ballinasloe and Dublin. The following May the number of cattle and sheep conveyed, as compared with May 1863, fell off considerably, and in October 1864 the great proportion of the store cattle were walked home. Within the last two years the cattle traffic of the Grand Canal has risen from a mere nothing to from ten to twelve boat loads of live stock weekly." That bears out what Mr. Massey stated with regard to the last Ballinasloe fair. One of the chief objections urged by owners of cattle against the management of the cattle traffic of the Great Southern and Western, which, upon the whole, being a very long line of railway, is well conducted,

is, that the drover who has to go with a whole waggon is charged half a fare with the carriage of the cattle, and will have to pay third-class fare upon his return. In addition to that, they make a distinction at certain stations between half a waggon and a whole waggon. A whole waggon is supposed to hold eight beasts, and they allow three for half a waggon; but if the drover puts four into it they charge him the price of a whole waggon. I would like to mention here another instance of the effect of high fares connected with the herring fishery in the neighbourhood of Dublin, which has grown to be a most important trade. The poor persons engaged in the local trade walk from Dublin to Howth, a distance of nine miles, because the cost of a third-class ticket would be often as much as their profit for a day. The consequence is, that any traffic which would be derived from that source is lost.

2094. (*Capt. Galton.*) What is the rate of a third-class ticket?—The usual fares per mile on the Irish railways are, first-class, 2d., second-class 1½d., and the third-class 1d. for a single ticket. A third-class ticket to Howth costs 8d.

2095. (*Mr. Glyn.*) A half fare would help them very much indeed?—I have asked several of them, and they have told me that a return ticket, at a half fare, would enable them to travel by it.

2096. (*Mr. Hamilton.*) Are you aware that in the neighbourhood of the metropolis the fares are much less than half the fares by the trains carrying the working classes being something less than one farthing per mile?—I believe so.

2097. (*Mr. Horsfall.*) With reference to a question that was put to you, as to the new lines which have been made in Ireland, there are some as we know which have been nonpaying lines; do you consider, putting those out of view, that for the traffic upon the substantial lines the receipts have decreased?—I think not. Although I have stated that there has been a gradual diminution according to the mileage returns, I am rather hopeful about the future.

2098. (*Mr. Glyn.*) Has not that reduction arisen chiefly from the opening of branches which have not yet developed their resources?—No doubt that is the chief cause; but of course there has been a considerable depression owing to two or three bad years; in fact, the country is in a transition state.

2099. You stated that there was a considerable cattle traffic as between Navan and Dublin?—Yes; Dublin is the chief port for cattle. A great deal goes by Drogheda direct. There is a line of steamers from Drogheda direct.

2100. Are they carrying cattle at lower rates upon that line than upon the rest of the Irish railways?—I cannot answer that question, for the simple reason that I did not apply to that line for their traffic rates, because they do not print traffic rates, and you have to copy them off boards kept in the office. The traffic rates are very liable to vary.

2101. I understood you to say that the cattle traffic had developed itself?—No, they walk all to Dublin now.

2102. You stated some time back that in making the aggregate receipts for one of the northern Irish railways the cattle trade to Belfast formed a very considerable item?—Or, rather, the cattle trade to four ports upon the whole line from Belfast to Dublin, namely, the cattle trade to Belfast, the cattle trade to Newry, the cattle trade to Dundalk, and the cattle trade to Dublin.

2103. Have the rates for cattle upon the railways connected with those towns been at all diminished?—No; in the case of one of the lines feeding Dublin they have actually raised the rates.

2104. In spite of those rates they continue to send them that way?—Yes; but from places 20 or 30 miles off, where the cattle are sent to be finished, they walk them to Dublin, which is a very great disadvantage to the cattle.

2105. Even for long distances?—Even for long distances, and fat cattle especially.

2106. (*Chairman.*) It must require a very low fare, must it not, to enable the store cattle to be carried on the railways?—Certainly, considering the fluctuations in the price of store cattle, the margin left for profit when they are fattened is very small, and to be profitable they ought to be carried at a very low rate.

2107. Has any scheme ever occurred to your mind by which the experiment of low fares can be fairly tried in Ireland?—Beyond that of an amalgamation of lines, I would rather not make any statement as to what would be the best mode of doing it; but I should say that one first step should be to amalgamate the lines, because I do not think that anything can be done unless the whole of the lines are placed under one central management.

2108. Do you see any prospect of that being the opinion of the directors generally, and that they would be willing to concur in an Act amalgamating all the railway companies in Ireland?—I could not say what would be the individual opinion of the directors, but I know that there is a general feeling in Ireland that such a plan would be very advantageous. I do not think the boards of directors would throw any difficulty in the way; that is, always taking into account that the arrangement left them at least in as good a position, financially, as at present, or that it was advantageous to the shareholders.

2109. Supposing the lines to be amalgamated, have you any reason to suppose that they would be willing to try the effect of low fares?—That is a question which I would rather not venture to suggest. If I were a director myself I certainly would venture upon it.

2110. (*Mr. Horsfall.*) Would the amalgamation do any good unless they did agree on a reduction of fares?—It would do good in this way, if in no other; it would enable rates to be made which would suit particular localities; it would make the rates uniform, and enable branches to be made at a trifling expense, because all the railways would concur to have what I think is most important, namely, wharfs established at the different ports. It would also diminish the actual expenditure. These would be the substantial benefits of amalgamation. Supposing the fares were not reduced, there would be still substantial benefits, which could not fail to be effective of much good in the country. I venture to think that it is only when the lines would be amalgamated that the boards of directors would begin to see what they find in other countries, that it is their business to develop the resources of a locality. They have the monopoly of the carriage, and every town or district in which they create a traffic, will ultimately improve their condition.

2111. Would it not be the fact that if the expenditure were diminished, and the rates not lowered, that it would benefit the railway companies?—I should certainly be in favour of lowering the rates, but I only answered a portion of the question, that there would be substantial benefits, even to the country, from an amalgamation by a uniformity of rates, and by the removal of the anomalies which now exist, by the facilities of coal wharves and other matters, even supposing there was no substantial diminution of rates. I was going to add that it appears to me that the same principle ought to be applied to railway traffic which is actually applied to the valuation of land in Ireland through the country, and that is, the further you are from the market the lower the valuation must necessarily be.

2112. (*Captain Galton.*) How do you apply the principle of the value of the land to railways?—I mean the valuation for fiscal purposes, which after all regulates the actual market value of land to a great extent, is in this way—first, you have the actual intrinsic value of the land.

2113. But how would you apply that to railways; do you mean that as far as the railway is from the market so would you diminish the rates?—I would do it exactly in the same way as is practised in Belgium with so much success, and which, with the permission of the Commission, I will add to my answer. The

principle has also been tried in France upon two or three of the French lines. In the report recently published by the Railway Commission appointed by the French Government to take into account the whole circumstances of the French railways in 1863, it is stated that this reduction was made by the companies of their own will. It is a differential rate of the kind which I suggest. They have applied it chiefly to ores and other metals. The French commissioners hope that this principle will be adopted generally.

2114. That is a uniform rate of charge?—No; a differential rate according to distance (*a paper was here handed in, which is printed as Appendix A. E.*)

2115. (*Chairman.*) Are you prepared to recommend any change in the Irish railway system generally, such as the amalgamation of all the lines into one great company?—I should say that that is rather a question for the Legislature. I am quite satisfied that in Ireland there is a disposition to have one regular system adopted for the whole country with uniform rates, in the regulation of which the resources of the country would be studied. That was also the opinion put forward in all the reports made on the subject of the establishment of railways in Ireland. In the debate upon Irish railways, after the second report was presented, the late Earl of Carlisle, then Lord Morpeth, proposed to make one great line, and to raise a large sum of money by guarantees obtained for it, and the fact is mentioned by him in his speech that several meetings were held in the towns in favour of the system which we now find would be beneficial; and in the Report of the Railway Commissioners nearly all the advantages which I have imperfectly pointed out are referred to.

2116. (*Mr. Glyn.*) Did they not rather propose to divide the country into districts and not into one central management?—Yes; that was one of the propositions, but that would come more or less to the same thing.

2117. Do you think the whole of Ireland could be managed by one central board?—I think it could.

2118. Do you not think, looking to the separate interests which are at stake, that it could be more easily managed by dividing it into three great districts?—Unless those three different boards could have some intimate relations with each other, and the means of settling their disputes, I am afraid they would be a very great disadvantage.

2119. Suppose there is that legislative power of some sort given?—It is a matter which I can scarcely venture at the present moment to give any fixed opinion upon.

2120. What reduction would you propose in the present rate upon the coal traffic as necessarily to bring about its development in Ireland; take a given rate and say what the reduction ought to be?—Taking 30 or 40 miles the cost of a ton of coal would be from 3s. 6d. to 4s. for that distance. To this you have to add about 1s. 9d. which is what it costs the Great Southern and Western to carry their coal to the railway depôts. If they were to have a wharf, and reduce the 1s. 9d. to 6d., and the railway carriage to half the present rate, it would make a very substantial difference to the manufacturer. It would make a serious difference to him to be able to save 3s. per ton in the cost of his fuel. I think it should be at least a reduction of one half of the present charge, in order to make a very substantial inducement to anyone who would be disposed to attempt manufactures.

2121. (*Chairman.*) Have you ever thought that the growth of flax might be stimulated by low rates for carriage?—Undoubtedly, especially in the whole of the Midland districts. One of the great disadvantages under which the attempt to cultivate flax has laboured has been the getting up of scutch mills; scutch mills cost a considerable sum of money, and unless they are fed throughout the year and very carefully worked they do not produce a very large profit; a great number of persons are indisposed to erect those in consequence of the high rates of the railways. They may

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grow flax, but the mills may be completely idle, and the consequence is that in the remote districts of Ireland if they do grow flax it is left on the hands of the small farmer and he cannot sell it; if he attempts to send it unscutched of course the bulk is considerable and the rate which he would have to pay would swallow up the entire of his profit if he has to send it for any considerable distance inland. If the rates were very low, that is, if they had that differential tariff which I have spoken of for certain articles, there can be no doubt it would be very advantageous and have the effect of concentrating scutching mills. There would be greater facilities for sending the flax by rail to one central station, and there would be a larger profit realized by it.

2122. (*Mr. Glyn.*) Would not the flax be injured in its transit?—Not when it is steeped and dried; I assume that that should be done by the farmer. When once the straw is dried it can be sent by the rail. Of course the green flax could not be sent.

2123. (*Mr. Gower.*) Have you ever considered what effect the amalgamation of all the railways into one company would have on the future extension of the railway system of Ireland?—It would be beneficial if there were any railways to be made; it would obviate the enormous expenses which are now attendant upon obtaining Bills, because it would remove the opposition to them which now exists, and it would take away the chance of making lines competing against each other and carrying them through districts which do not require them.

2124. Then no new lines would be made competing with the existing lines?—Certainly not, under those circumstances.

2125. Do you think there would be as many lines made in consequence?—I think on the whole there would. I do not think it is always an advantage to the whole country to have lines made through districts competing with others. I do not think it is an advantage to carry two lines through the same district. It may be to the persons immediately concerned for the moment, but ultimately it must be injurious if neither of the lines pay.

2126. Would it not be a great advantage to the districts through which such lines might be taken?—If you have two lines competing for a certain time they will ultimately amalgamate, or one purchase up the rights of the other. We have a very good instance of that in the case of the Grand Canal and the Great Southern and Western Railway. The Grand Canal, which has a separate board of directors, is unconnected in fact with the Great Southern and Western; but its rates of carriage per ton are exactly those of the railway, even for substances like brick and coal. They have had a fight for a long time, and then they have come together and made arrangements by which they created a monopoly. It is a curious fact that it costs just as much to carry a ton of iron ore by

railway, or a ton of anything, from Carrick-on-Shannon as it did in 1835 by that canal. I got the rates at which they carried goods upon the Grand Canal, and I find that practically they are, in several instances, the same rates.

2127. (*Capt. Galton.*) The rates are the same upon the Grand Canal now as they were in 1835?—For most of the distances there is very little difference. They are lower in parts, but taken as a whole they come to substantially the same thing.

2128. (*Chairman.*) Are there any other points which you wish to direct the attention of the Committee to in connexion with Irish railways?—I intended especially to have drawn attention to the undue proportion which the cost of carriage of the agricultural produce of our poorer lands bears to its value. Considering that Irish agriculture has now to compete with the entire world, and that we are transferring part of our population from the poor lands of Ireland to the richer ones of Illinois and other portions of America, that, in fact, in the case of a large number of poor farms, the rates of carriage to the markets amount to nearly the rent in some cases, any substantial reduction of fares on the lines, especially with differential rates such as I have alluded to, would be one of the greatest advantages which could possibly be bestowed upon Irish agriculture.

2129. (*Earl Donoughmore.*) Are you aware that it costs less money to transport a fat bullock from Normandy to London than it does from the pastures of Limerick to London?—Precisely. A friend of mine was actually disposed to go to Holland and buy store cattle and take them to Galway to fatten, and he expected a very considerable profit upon them.

2130. I presume you have heard of Mr. Pollock, the great agriculturist?—Yes.

2131. Are you aware that he has very large farms in the neighbourhood of Ballinasloe?—Yes.

2132. Did you ever hear that he was in negotiation with the Midland Railway Company about special rates for the carriage of his cattle to Dublin?—I heard that he and others were negotiating for that purpose.

2133. Did you hear that Mr. Pollock, not being satisfied with the terms which the railway company were inclined to give him, actually went to the expense of hiring land at different distances along the road to Dublin, so that he might be able to drive his cattle?—Yes, that is one of the points which I intended to draw attention to. Mr. Pollock would not send the cattle at all, but drove them along the road, stopping at night on the different plots of land that he had hired. He preferred walking the cattle to paying the rates which were demanded by the railway company. Some of the directors of the Midland line do actually walk their own store cattle alongside the line.

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MR. ROBERT MALLET called in and examined.

2134. (*Chairman.*) Are you a member of the Institution of Civil Engineers, London?—Yes.

2135. And a fellow of several of the scientific societies?—Yes.

2136. And I believe you are President of the Institution of Civil Engineers of Ireland at the present time?—I am.

2137. Have you been long resident in Ireland?—I have. I have not been resident in Ireland for the last six or seven years; but previous to that I resided the greater part of my life there. I may mention that between 1836 and 1856 the engineering firm to which I belong, consisting of my father and myself, (either I as a civil engineer, or our house, as mechanical engineers,) were concerned with almost every public or other large work being carried on in Ireland during that period; and I therefore became familiar with almost every part of the country from one end to the other.

2138. Do you include railways amongst those works?—We executed large quantities of works for the Irish railways.

2139. You are well acquainted with the industrial elements of Ireland generally?—I think I am. We employed several hundred hands for many years in Ireland.

2140. Of course you are of opinion that railways are of great importance to any country: but are you inclined to think that there are reasons which make railways of more importance to Ireland than to almost any other part of the British dominions?—I think there are. It is obvious to those who know anything of Ireland, that its trade is almost wholly confined either to domestic wants, or to export and import trade with other portions of the British Empire. Its outgoing trade is altogether from the east side, the west side which faces the Atlantic is almost a blank. For the produce which goes east it is all important that

it should have a ready means of transport across the land, in fact, the main of the export trade goes across the land in greater or less degree before it reaches the seaports, from whence it is exported. That is one reason. But there is another reason, that refers to its domestic trade. To contrast England with Ireland for a moment, taking for example the Black Country, the coal owners send their coal from perhaps half a mile to a mile to blast furnaces where the pig iron is made; and the sale of the pig iron takes place within a quarter of a mile of the man who puddles it and rolls it into bars. And then again the bars or plates are sold in Birmingham and the neighbourhood. The whole manufacture and trade goes on within a narrow circle up to the point of reaching the consumer. The products of Ireland being mainly agricultural, (although there ought to be a large amount of mineral products which are as yet imperfectly developed,) would have to traverse a much larger space before they would reach the consumer, or any market in which they could be made available. Besides that, they are products very bulky and of small relative value, upon which, therefore, transport bears more heavily than upon a vast proportion of the manufactured products of England and Scotland.

2141. Will you state your views as to the importance of coal being carried upon Irish railways upon low terms?—It may seem at first sight that in a country provided with such a superabundance of peat as Ireland, and with labour presumably at a low figure, coal would be a matter of comparative indifference, inasmuch as peat would be a substitute for it. I have found, however, from experiments conducted in past years on a large scale in Ireland, that the peat even on the bog close to where it is collected, stands at the same value as coal, taking heating power and cost into account, viz. 14s. per ton. That was before the Irish famine, when wages were greatly lower than they are now in Ireland. At the present moment the relative value of peat fuel to coal is probably about 17s. per ton.

2142. (*Earl Donoughmore.*) That is to say that if you could bring coal at 17s. per ton it would be more advantageous to use imported coals than to use peat?—It would. In point of heating power they would be alike; but in actual use at 17s. per ton, coal would be the cheaper, because the labour expended in bandling, required for using peat as fuel, is enormous. It burns so fast that the reduction of heating power due to almost constantly keeping open the furnace door, to keep up the fire, is considerable, so that this and the amount of labour required form serious elements to the disadvantage of the peat itself.

2143. (*Chairman.*) That is using the peat as fuel for manufacturing purposes, and not for domestic purposes?—Yes; this comparison as to the value of coal and peat, has been derived from long experience in great mills.

2144. (*Capt. Galton.*) Do they use peat on railways?—Peat has been attempted to be used on railways, but in its best state it is scarcely available for locomotive engines at all. It so light that it is either blown up right through the tube in broken particles, or goes off in dust. In the compressed state it may be used in locomotives, but not with advantage. Mr. Vignoles and myself were joint patentees in Prussia for a mode of carbonizing peat by the aid of superheated steam. We expected to have done great things with it upon the Prussian Railways, but we found it was an utter failure. The carbonized peat, although pretty hard, had the fault of breaking up into small fragments as soon as it was heated.

2145. How much peat can a man cut in a day?—That will depend very much upon the nature of the bog. The best way in which peat fuel can be procured is to follow the course employed exclusively in the grand duchy of Oldenburg, and in Northern Holland, where peat bog is found in great abundance; namely, not to cut the peat at all, but to take it out in the state of mud, and make it into what they call in Ireland "hand turf," and then let it dry. You thus

break up the natural fibres, which greatly facilitates the evaporation of the water. The peat dried in the best manner upon the surface of the bog contains about 25 per cent. of water, and you must burn as much of the fuel as will evaporate its weight of water before the remainder of the peat can be available. When I say 25 per cent., that is the very best which can be procured; in turf made in unfavourable weather, there is often from 30 to 50 per cent. of water. I consider the existence of peat in Ireland is a positive disadvantage to the country, and I believe the best use that can be made of a large portion of the Irish bogs is to burn up a certain depth from the surface, after drainage, and reclaim them, and turn them into agricultural land. Cutting peat is a sort of work very injurious to the habits of the people, because the season that is occupied in cutting the peat is the spring of the year, when the dry weather is precious to the husbandman, and ought to be employed in labouring in the fields. It is at best a sort of idle gossiping work. Men and women engaged in cutting the turfs, spreading them, and turning them over, are really only half employed.

2145a. (*Lord Donoughmore.*) Is it possible to burn the surface of bog to any depth?—Yes. I have ascertained that it is by previous draining, conducted in a proper manner, in ordinarily favourable summers. Where the drainage is deep enough, and the egress for the water secured below the level of the bottom of the drains, the peat dries and contracts amazingly, and can then be burnt to some feet in depth without difficulty. Thus a large portion of the grand canal was executed through bog, merely by draining and letting the original surface subside. This method of treatment, however, is only applicable in certain cases, burning the bogs universally would be a highly wasteful mode of reclamation.

2146. (*Chairman.*) Ireland possesses a large amount of water power, which is not at the present moment made use of, does it not?—The water power of Ireland is more restricted in its area than is generally supposed. There is a large portion of the middle region of Ireland in which, although there is a great deal of water, there are very few mill sites. The character of the streams is such that natural sites for mills often do not exist, but over almost every portion of Ireland, the character of the streams and land are such as to present facilities for the artificial production at very small cost of mill sites by the impounding of the water. The result of operations of that sort, which have been conducted both in this country and in Ireland, is to shew that for every 500*l.* expended in impounding water in reservoirs, you may impound about 1,000,000 cubic feet. It can be shown that horse-power can be obtained in that way nearly as cheap as you can put down a steam engine, assuming the cost of coal to be 1s. per day, of 12 hours, per actual horse power, which is the average at the price of 17s. per ton.

2147. (*Earl Donoughmore.*) Would not the consumption of coal in steam engines be very much according to the construction of the boilers?—I am assuming that the engines are well constructed. In engines of 30 horse power or upwards the consumption ought never to exceed 3lbs. per hour per horse power. Power obtained in the way I have alluded to, viz., impounded water power, however, is always liable to serious disadvantages. It obliges the placing the factory where the water power is found, regardless of the proximity or other relations of markets, whereas the steam engine gives us free choice as to the place to locate a manufacture. I come back to this, therefore, that it is all important to get coal into Ireland at a far cheaper rate than it has hitherto been got. I believe by proper arrangements at three of the Irish ports, at one in the north, at Dublin, and at one in the south, for the taking of coal from steam colliers direct, and giving the steam colliers a back freight in mineral produce, and with proper arrangements for low freights along the lines of railways, that coals can be supplied over three-fifths of Ireland, and to

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Mr. R. Mallet. 2,000,000 of its inhabitants, at a reduction of from 3s. to 4s. per ton, on the present price.

12th May 1865. 2148. Making it what?—Making it from 10s. to perhaps 12s. a ton. I do not think it would in any place exceed 14s. per ton.

2149. (*Chairman.*) At the railway stations?—At the depôts established along the lines of railway. At those depôts proper arrangements could be made by which the coal could slide at once into carts, free from breakage or needless labour in handling, and be taken direct to the consumers. The great point to be kept in view is, that there should not be any unnecessary handling of the coal.

2150. (*Mr. Glyn.*) In point of fact using the same appliances that they do in England for that purpose?—Yes.

2151. (*Mr. Hamilton.*) What is the price of coal at the port of delivery, take Dublin?—The price of coal in Dublin now varies from 14s. or 15s. per ton up to 22s. per ton according to the state of the wind. Sometimes with a contrary wind the colliers cannot enter Dublin, and then I have known the price of coal to rise almost to a famine price.

2152. You mean that it cannot be delivered at the railway station at that price in Dublin?—No, I am speaking of the actual price at the quay at Dublin.

2153. It can be delivered at one railway communicating with another railway at the price that it is now?—At the port, and then you must add the cost of taking it along the railway.

2154. For a distance of 60 miles what would that be?—I am satisfied that coal can be delivered at a profit upon the Irish railways at present at a farthing per ton per mile, provided you get back freight for the train, and a halfpenny per ton per mile if the waggons must come back empty.

2155. Have you calculated the scale at which it will be necessary to carry coal in order to carry it at a profit?—Coal could be carried at a profit at that rate if you only have 100 tons in the train; you might have 1,000 tons if necessary.

2156. You say that coal can be carried at present at a farthing per ton per mile if the locomotive only took 100 tons?—That would be so, provided the run was 100 miles or more.

2157. Are you acquainted with the evidence which was given in the House of Commons last year upon the subject of coal traffic to the north on a new line to come in competition with the Great Northern?—In part; yes.

2158. Are you aware that it was then stated that in order to carry coal at a farthing per ton per mile your gradients must not be worse than one in 400?—All I can say then is that I dissent from that calculation. I am quite sure you are not likely to get from railway companies very impartial evidence on such a point.

2159. This is not evidence given by railway companies. It is evidence given by some of the first engineers of the day, Mr. Fowler, Mr. Hawkshaw, and Mr. Bidder. Do you dissent from that evidence?—I do not believe that the question of gradients would at all enter so largely into that question. I may remark that as far as regards Irish railways the gradients are particularly good the country being very flat.

2160. (*Capt. Galton.*) You think that coal can be carried at a farthing per ton per mile if they get back freight for the trains; and a halfpenny per ton per mile if they go back empty?—Yes. It is a fact that at this moment on many of the lines in England coals are carried at a halfpenny per ton per mile, and actually pay a profit of between 200 and 300 per cent.

2161. (*Chairman.*) The present price exceeds what you think it ought to be delivered for into the interior at present?—Quite so.

2162. What means do you propose to take for lowering the price at Dublin? that does not depend on the Irish railways?—No; but it depends upon bringing the coal in in suitable vessels, and discharging

them in a suitable way. At present the coal comes up to the quay side, and is discharged into bags by hand labour altogether, and is distributed by carts, except a certain quantity which is discharged by hand over the ship's sides into canal barges in the harbour and is transmitted by the two canals which go out of Dublin into the interior.

2163. Is a very large proportion of the cost of coal in Dublin occasioned by the manner in which it is landed in Dublin, and the character of the ships in which it is brought?—There would be a considerable saving by the use of steam colliers and mechanical coal whipping machinery, to take out the coal by mechanical means in place of hard labour, and place it directly into the waggons on the rails.

2164. Are any steam colliers used in the Dublin coal trade at present?—No, not as yet. At this moment there are steam colliers about to be started. I am the author of a project, of which I believe some notice has been taken before this Commission already with a view to making docks in Dublin in connection with the Dublin Trunk Connecting Railway, sanctioned last Session, for the express purpose of carrying out this vast trade in the coal supply of Ireland.

2165. Do you think it practicable that back carriage could be obtained for the coal trucks which would deliver the coal into the interior?—I do.

2166. How is that to be created?—I think that would create itself, if the freights upon railways were diminished to the figures which I have mentioned. It would enable a number of mineral products of small value relatively to their bulk and weight, to be brought into play, which are at present altogether precluded from use or market.

2167. (*Capt. Galton.*) Are you not aware that in England back freights are never adopted, owing to the delay which arises from the coal trucks having to wait before they can be filled; and that upon all the English lines the coal waggons almost invariably return empty?—The fact is as you say, but I do not see that it forms any precedent. It simply arises from want of proper arrangements, and chiefly from the fact that those country stations at which back freight might be obtained are not properly arranged for rapidly filling return waggons; and it is therefore cheaper on the whole to return them empty than to delay them. But it does not follow that if the stations and traffic arrangements are properly managed that would be the case.

2168. (*Mr. Gower.*) Then you think that with proper appliances the coal trucks would not go back empty in England?—Not to the same extent as they do now. I cannot think England is here a parallel case with Ireland. Time is much more money in England than it is in Ireland. It would be of infinitely less importance to retain a train of waggons for an hour or two in Ireland than in England. Very often in England it comes to be a question of obstructing the traffic, and they must send them on in order to get them out of the way.

2169. (*Mr. Glyn.*) The coal trade is so very large in England that waggons are required as fast as they can return for the removal of coal?—Very likely. That would be a question of having sufficient plant.

2170. (*Capt. Galton.*) It is also a question of outlay of capital to a large extent, is it not?—Yes.

2171. (*Chairman.*) And is there not involved an increased quantity of sidings for the waggons to stand upon?—All these points are of course involved, additional plant, and all that follows from that. Of course you cannot develop a new trade without having the necessary means of doing it.

2172. (*Mr. Horsfall.*) You stated that coal is at present delivered in Dublin at 14s., what would be the additional cost of taking it 60 miles inland?—You must add 60 farthings, or fifteen pence per ton, to whatever may be the price landed at the port and put into the waggons.

2173. Do you give it as your opinion as an engineer that, without reference to the gradients, they can

carry coals at a profit at one farthing per ton per mile, provided they got back freights?—I think there is no railway in Ireland, the physical features of which would sensibly alter the cost of the transport of coal.

2174. Do you know what the gradients are?—Yes, I do. I think you will find very few gradients upon the Irish railways steeper than 1 in 60, and those which are steeper are very rare indeed.

2175. (*Mr. Glyn.*) Is the return carriage also to come to a farthing per ton per mile?—I think the same rate should prevail for both the forward and the return freight.

2176. Do you take the wear and tear of trucks and everything into your calculation?—Yes.

2177. (*Chairman.*) You have actually gone into the calculation, and have satisfied yourself that coal and other minerals can be carried with a profit at one farthing per ton per mile?—I have. I do not give the calculation at random.

2178. (*Mr. Hamilton.*) Are you aware what the cost of working railways is per ton per mile?—I am.

2179. What is it?—I cannot answer the question in that general form, and I do not think I can answer it at all at this instant.

2180. You are not prepared to give any figures upon the point?—I will supply them. (*See statement at end of evidence.*)

2181. (*Chairman.*) That rate of a farthing per ton per mile applies to trains carrying at least 100 tons, and going at least 100 miles?—Quite so. When I say 100 tons, of course I do not anticipate that the train will be of that size, because they will be more than that size, probably from 300 to 500 tons each.

2182. (*Mr. Glyn.*) You put that as a minimum?—Yes.

2183. (*Chairman.*) With no larger load than that you think it would pay?—I do.

2184. (*Capt. Galton.*) What weight do the railway waggons carry in Ireland?—There are no special coal waggons upon the Irish lines, but the goods waggons carry from 5 to 8 or 10 tons.

2185. The gauge is 5 feet 3 inches, is it not?—Yes. It would be advisable that the waggons upon the Irish lines should carry at least ten tons each; that is, that they should be quite as large, if not larger, than those of the Great Northern.

2186. (*Chairman.*) To what class of manufacturing industry do you conceive that this coal is chiefly to be applied?—It would enable a number of industries to be better developed in Ireland than they have ever been before. I can illustrate that in various directions. For example, there is scarcely such a thing anywhere in Ireland as a good brick, except in the neighbourhood of Belfast, and perhaps on the property of Lord Enniskillen, and one or two other great proprietors. The result of the existence of bad bricks in Ireland for ages, has been that the Irish bricklayers are the worst bricklayers in the British Empire. A mortar joint of nearly an inch thick is thought to be good work in Ireland. The effect again of the want of good bricks or good workmanship puts brick architecture out of use in Ireland. It is owing mainly to that that the Irish towns present some of the meanest architecture in the world. It is owing to that also that in the cottages of the peasantry, stone and mortar partitions are employed at an unnecessary cost, *i.e.*, when the cottages are of masonry and not of mud. Thus the size and comfort of the building is depreciated by it. The clays for brick-making in all the counties in Ireland, with the exception of five, are of very excellent quality for making first-class bricks, but at present a very inferior kind of clay is frequently employed, as the clay is chosen not so much in regard to its goodness as to its proximity to fuel for burning it into brick on the cheapest terms. It results from this often that the bricks have to be carried to an unnecessary distance. Thus, for example, when the Drogheda Railway was in course of execution the bricks were entirely made at Balbriggan, because the coal could be landed there close to the shore and to

the clay-field. The clay there is a highly calcareous clay, and very much too poor in alumina to make good bricks, and so the bricks were of a very inferior quality. I mention that as one illustration.

2187. (*Capt. Galton.*) Would bricks ever become an article of export?—I do not think bricks would be worth exporting. There are plenty of clays and fuel in England for brick-making purposes, and excellent bricks.

2188. (*Chairman.*) That is one purpose to which coals can be applied?—Yes, there are many manufacturing purposes to which they may be applied also, in fact, coal is the obvious basis of all manufactures—coal and power together—power as the means of giving movement, and coal as the means of transmuting matter by change of temperature.

2189. Are there any other manufactures that you have especially looked to as being likely to arise in Ireland with an increased importation of coals?—There are. It has been commonly said that Ireland can never be a manufacturing country, that it has been destined by providence to be merely an agricultural one. That is not true. There are certain classes of manufactures where the proportion of fuel consumed is very great in relation to the manufactured product, which cannot succeed in Ireland; for example it would not be possible to establish crown glass works, where a ton of made glass requires eight tons of coals. It would not be possible to establish copper smelting works in Ireland, because a ton of copper requires about 15 tons of coal; nor would it be possible to make iron in Ireland, where about five tons of coal are required to produce a ton of made iron. But there are a number of manufactures which might and ought to succeed in Ireland where the quantity of coal required is much smaller in relation to the value of the manufactured product.

2190. What manufactures are those you are speaking of now?—I may mention *en passant* in connection with the late brick question, that drain and roofing tiles and other things, as well as coarse pottery and earthenware, such as would suit the wants of the agricultural labourer, might be made with advantage. I will now mention one or two sources of manufacture which might become large ones in Ireland in relation to coal, and in relation to its mineral products also. At this present moment, or at least very recently, for various public works in Ireland hydraulic lime was brought from Halkin Head, from Aberthaw, &c. There exist in the middle limestone of Ireland, in what is called in Ireland the calp series, large numbers of beds of limestone quite of the same character as the Aberthaw. That was ascertained by an elaborate train of experiments by a member of the Board of Public Works in Ireland several years ago. A very large trade in that Irish hydraulic lime might be developed by lower freights. Artificial cements having all and more than the qualities of hydraulic limes, and of the nature of the Portland cement which is made here, might become a manufacture in Ireland. The Antrim chalk, in some places, consists naturally of a chemical compound of siliceous and lime, and such siliceous chalk burnt and ground, with the addition of colourless clay, in fact, if the process which is employed for obtaining Portland cement here were employed upon the materials naturally existing there, a large trade might be made in a very superior cement equal to the English Portland cement in setting quality, and far superior in point of colour, for it might be made perfectly white. Pottery and earthenware works might be developed in Ireland with profit and advantage. I have been informed by Messrs. Kerr, of the Worcester Potteries, who are large dealers in earthenware in Ireland, that the loss from the breakage of earthenware sent into the interior of Ireland amounts to something like 1-6th of the value of the article. That loss alone would offer a considerable inducement to the production of earthenware in Ireland. There are some of the very finest porcelain clays existing in Ireland. I discovered myself a porcelain clay at Howth

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not many miles from Dublin, which we use in our works for making crucibles for melting brass and copper, and which has since been so employed by many others. Similar clays to that exist in many parts of Ireland from which earthenware might be made in Ireland, through which not only the habits of the people might be greatly improved, but a certain amount of wealth produced for the country; to do that it is indispensable to have coal at lower prices than they have it now. I have directed my attention, in the evidence I proposed to give, rather more to the question of the actual back freights which could be at this moment obtained, than to the development of new or special works.

2191. Will you give your opinion as to the back freights that could be obtained?—I will just mention a few as an illustration of those materials which exist in Ireland beyond question in sufficient abundance, and which by ready means of communication and lower freights could be brought into play. Sulphur stone or sulphur ore is exported from Ireland. The greater part of it is sent from Wicklow or Arklow. Some years ago it was attempted to export sulphur ore at the time of the Sicilian monopoly from a place called Silvermines in the interior of Tipperary, but it had to be given up on the ground of the expense of transport. The material was undoubtedly valuable, and there was no end to the market which could be obtained for it; but it was not valuable enough to be able to pay the inland freight and sea carriage afterwards. If they could get it transmitted at the low rate of one farthing per ton per mile it would become a valuable commodity. Sulphur-stone is not of the same degree of importance now that it was at the time of the Sicilian monopoly, but still it is a material capable of being made available. At this moment vast quantities of sulphur-stone come from Germany. I had to report upon some very large deposits existing in the neighbourhood of Minden whence large quantities of ore now come to Newcastle. If it can be brought from that district there is, *a fortiori*, no reason why it should not pay to bring it from Ireland.

2192. Is not the German ore richer than the Irish ore?—No; iron pyrites always give the same quantity of sulphur unless mixed with inert material which is not the case with the Irish stone. I do not think the German stone has got any special advantage over the Irish stone, unless it be that the Irish stone contains arsenic, while the German stone is free from it, and produces a vitriol which is free from arsenic. There is a great deal of ironstone in the county of Leitrim and elsewhere in Ireland, and there is also hematite as well as clay ironstone. At a place called Arigna, in Leitrim, there are several beds of ore which are quite as good as the black band, which could be sent at a profit into England and even Scotland if they could reach the coast at a very moderate rate.

2193. (*Capt. Galton.*) At what rate?—I think a farthing per ton per mile would enable them to be brought into market at present.

2194. They would go to Belfast?—They would probably go to Belfast and probably to Newry.

2195. (*Earl Donoughmore.*) The richer district is on the edge of Lough Allan?—Yes.

2196. Is there not a communication to that by means of the Shannon?—Yes, but water communication by means of the Shannon is of no use for the transport of these ores. I do not say it might be of no use in connexion with railways, but then you would have double handling. What is essential is, that there should be railway sidings right into the iron ore quarry, and that the ore as taken out should be put directly into the waggons, and that without a change of waggons or handling a second time it should reach the port of shipment, and then be mechanically put on board. I do not think it is likely that iron will ever be made at Arigna. The quantity of coal there is very limited, and the character of the coal is bad, but the coal that is there

might be made available for roasting ore so as to reduce its bulk and weight, so that in that shape the ore might be transmitted even at a still better rate of profit than it could be in its raw state.

2197. Have you ever known iron attempted to be smelted with turf fuel?—Every attempt to smelt iron with turf fuel has ended in utter failure. It cannot be done. It has been tried by the ablest metallurgists in the world, by the Germans, over and over again, and they have given it up as a failure. After the pig iron has been once obtained every subsequent process can be performed with peat. You can puddle iron with peat; you can roll bars with peat, and do everything with peat except smelt iron; that is not possible, for the fuel is too fragile to "bear the burthen" in the blast furnace.

2198. (*Capt. Galton.*) Why cannot you smelt with it?—You cannot get peat into the condition to, what is technically called, "bear the burthen." In the blast furnace peat crushes under the weight of the iron-stone and flux, and the furnace gets "gobbed," or it so reduces the temperature that you cannot make iron. Hematite exists in large quantities in the county Tyrone, where I may also state that there are enormous deposits of sulphur-stone which have as yet been absolutely untouched. At Sawell mountain, in the county of Londonderry, between Maghera and Newtown Stuart there are beds of iron pyrites of great magnitude and thickness.

2199. (*Chairman.*) Is the hematite of a rich description?—The hematite is not so good as that from Cumberland, but it is very good, and quite as good as a large quantity of the hematite which is smelted in the west of England. I should think it would fetch in the English market, delivered into the ironworks, from 12s. to 15s. per ton. There are also in the south of Ireland, in the county of Cork, beds of brown hematite containing a large quantity of manganese; these are, in fact, iron-ores very rich in manganese. Attempts have been made to get them into the market to form oxide of manganese for bleaching purposes, but without success.

2200. What part of the county of Cork?—They are in the southern part of the county. These ores if smelted would produce iron highly valuable for producing steel, owing to the large quantity of manganese that they contain, I believe these ores would find a ready market in England.

2201. Are they not worked at all at present?—I do not think they are worked at all. They have been attempted to be worked for the oxide of manganese, but without success.

2202. (*Mr. Glyn.*) To what has the want of success been due?—They are in fact relatively poor in manganese; therefore, for the purposes to which oxide of manganese is applied, they are a very bad material, for oxide of manganese, almost chemically pure, is not largely imported. I may illustrate this point of mineral resources further by noticing the fact that on the north west coast of Ireland, in the neighbourhood of Donegal, there is to be found sand of remarkable purity for making glass; in fact, it is so pure that glass made from it is very much better than that made from the Dorsetshire sand or any sand that they are in the habit of using in England. That sand is at present absolutely isolated from use; it would not be worth while to send round to a wild west coast without a harbour, and bring it by ship to any glass manufacturing place. But if that sand could be brought by rail to Newry or Belfast or Dublin and transported across to Lancashire it would be considered a precious commodity in the plate glass works at St. Helens and elsewhere. It would improve a trade which exists to a small extent in Ireland already, namely, the making of wine bottles. Our British wine bottles are a national disgrace to us; they are the ugliest and worst glass bottles in the world, as all know who have seen foreign wine bottles. The French bottles are made from the sand of the Paris basin and other sands of the tertiary formation. This Donegal sand is almost chemically pure siliceous,

and is superior to any foreign sand that I am acquainted with. In the range of mountains north of Newry there exists white granite; it is a very beautiful building stone which of itself might become an article of transport if the rates were lowered. The marbles of Ireland are very various and valuable, but they are almost unwrought. Both the white granite and the white limestone, as building stones, and the marbles, might be sent, if the rates were low, as back freight to Swansea or to Lancashire, where coal is raised and shipped in return. I may also observe lime for agricultural purposes could be greatly reduced in price in Ireland provided there were cheaper modes of transit.

2203. (*Capt. Galton.*) What is the price of the lime?—In Ireland it is from 6d. to 10d. a barrel. A barrel is about five cubic feet.

2204. How many bushels would that be?—It would be about seven or eight bushels. We burnt lime for a considerable length of time for our own works. We burnt it with the "breeze" or refuse coke from our iron foundries, and we could produce lime at the kiln's mouth for about 3½d. per barrel, prime cost. There the fuel I might say cost nothing because it was waste fuel, or that which could not be used for any other purpose. The price of lime I understand at present is as low as 6d. per barrel in some parts of Ireland, at least so I have heard, but I cannot say so from my own knowledge, having been resident out of Ireland for some years; but I know that lime could be bought five or six years ago at 10d. per barrel in various parts of Ireland.

2205. (*Chairman.*) You are not looking to lime as an article of traffic upon the railways, but as an article the cost of which might be greatly reduced by having coals cheaper?—Yes. Turf is most expensive to use for burning lime, it takes about 25 cubic feet of turf to burn a ton of lime. Returning to other mineral products, there are many portions of Ireland from which flagging of very valuable kinds could be obtained if transport were cheaper on railways. At Mountmellick there are sandstone flags of great hardness and good appearance, and they can be got of extreme soundness, but they are almost unknown in the market at present. I know of but one instance of their having been largely used lately, namely, by Mr. Guinness for flooring St. Patrick's Cathedral, Dublin, after its restoration by him. The Yorkshire flags are imported at the present time into all parts of Ireland.

2206. Are there a good many Carlow flags used in Dublin?—Yes; the Carlow quarries might be better developed than they are. At this moment the streets of Dublin are being paved with paving sets obtained from Penmanmaur in Wales, whereas they might have obtained them within 40 miles, in Carlow county, and quite as good, if they had had the intelligence to look after them. There is no doubt with reference to the development of these things that you have got to deal with a country in which the lower classes are absolutely ignorant of even the rudiments of technical education. This is one of the very reasons why I conceive a reduction of the freights upon the Irish railways for passengers as well as minerals, would be of importance. Lord Bacon himself recognised travel as one of the most direct modes of education. I think it would have a decisive effect upon the peasantry of Ireland if they could travel about more freely, and so learn more what their neighbours are doing. It is very rare at present that they ever go 10 miles from the place where they were born.

2207. Has there been any tendency heretofore towards the development of these branches of industry?—There have been desultory attempts at different times, but very slight. Ireland has been unfortunate with regard to its industrial developments from the want of technical knowledge displayed on the part of the promoters of projects. About 15 years ago a company was established in Dublin for making crown glass, and I was requested to become a shareholder. My reply was: When you can show

me that you can make crown glass without using eight tons of coal to a ton of glass I will become a shareholder. No one who had the very rudiments of technical education could honestly attempt making crown glass in Dublin; it is not possible that it could pay.

2208. (*Mr. Ayrton.*) How far are these flag-stones from any railway?—The Carlow flag-stones must be from five to six miles, and those at Mount Mellick must be double that distance if not more, but flag-stones and other mineral produce of an extremely low value in relation to weight will not pay for carting five or six miles, nor even for carting at all.

2209. You want a railway made into the quarry?—What is wanted is a tramway made from the quarry to the railway.

2210. How deep are the flagstones in the strata?—The Mount Mellick stones are found quite near the surface. The quarries are extensive, but of small depth. The Carlow flagstones are found by digging into the side of the hill. Again at Kilrush, on the Lower Shannon, there are flagstones of considerable value, which are employed at Limerick and the immediate neighbourhood; but they are not known anywhere else.

2211. How far are they from the water?—They are but a moderately short distance from the water-side, they are brought up the Shannon and carted from the waterside to Limerick. The latter distance is small. The Valentia slate has been acknowledged as a material of extreme value as a constructive material, but comparatively little use can be made of it from the fact that it is isolated where it is.

2212. (*Chairman.*) Is it a good slate for roofing purposes?—It is not used for roofing at all, it is in slabs, it is not a fissile slate, it does not split.

2213. Do you know of any slate quarries in Ireland which produce slate for roofing purposes?—There are several. I was pleased at the Industrial Exhibition of last year at Dublin to see roofing slates produced from no less than eight localities, some of them were very fair slates. The Killaloe slates are not bad; there are some slates in the county of Wicklow which are very good. But the finest slates in Ireland will be found in Kerry, where the beds have received a greater amount of compression and where the lamination produced by compression has been most perfectly and regularly developed.

2214. (*Earl Donoughmore.*) If you were consulted by any person about to build a large building in any part of Ireland, would you not recommend him to employ Welsh slates in preference to the Killaloe slates?—I certainly should prefer Bangor slates to the Killaloe slates, for this reason, that the latter slates are a good deal the heavier; but that arises partly from the Killaloe quarry not being worked to a sufficient depth. There are thousands of buildings in Ireland which have no better roof than thatch, and although Irish slate may be inferior to Welsh, it would be important to develop the trade in these roofing slates, because it would obviate the necessity of these cottages being covered with thatch, which is at once the worst and dearest of all roofs.

2215. I suppose you will admit that no landlord in Ireland in these days would think of building a new house and thatching it. Would he not roof it with slate of some kind?—Yes. I think even Welsh slate would be found to be a far cheaper roof in Ireland.

2216. (*Mr. Ayrton.*) Are you aware that the Irish tramway Act requires all tramways to be made of the same gauge as the Irish railways?—Yes. I hope to live to see that condition repealed. I think a permissive power to execute railways both for passengers and goods on the narrow gauge would be of importance to many of the poorer districts of Ireland, and many of the districts of the other portions of the kingdom as well.

2217. (*Chairman.*) What do you call the narrow gauge?—I mean a gauge not exceeding three feet.

2218. (*Mr. Ayrton.*) For slate quarries and all their ancillary purposes, you think there should be

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Mr. R. Mallet. as much freedom with reference to the gauge of the tramways as there is in England?—Quite so; for quarry purposes I should not think that a gauge of about more than perhaps two feet would be desirable.

2219. (*Capt. Galton.*) Would you make such narrow gauge railways in connexion with existing railways through a poor district?—I would make them as feeders.

2220. You would not object to the transshipment that would be necessary?—You cannot avoid that as a necessary consequence of the difference in gauge, but you may mitigate it to the largest extent that mechanical appliances will enable you.

2221. But still the fact of having a narrower gauge for branch lines would necessitate transshipment?—It involves a break of gauge no doubt.

2222. You do not look upon the objection to that as sufficient to prevent your thinking it desirable to adopt it in poor districts?—I do not.

2223. (*Chairman.*) What sort of districts?—I am alluding to Mayo and to the remoter west of Galway. To take one example of the minerals we have been talking of; we have all seen the green serpentine from Connemara. I myself accidentally discovered a serpentine greatly superior to the Connemara serpentine, in a totally different district of the west of Ireland. It is said to be worth 10s. per cubic foot in London, but at present quite unapproachable.

2224. (*Capt. Galton.*) But it is a long way from a railway, is it not?—It is miles from a railway.

2225. Could a branch line be made at a reasonable expense?—There would be no difficulty whatever in making a narrow gauge line; and I conceive that in these large thinly peopled and undeveloped regions, those narrow gauge lines should be made not only as mineral lines, but for passenger lines as feeders for the great lines.

2226. What gauge would you adopt?—I should adopt a gauge not exceeding three feet, and probably less.

2227. Does Mr. Fowler propose anything of that sort?—I do not think Mr. Fowler has. Ten years ago I proposed to form a line on the narrow gauge in the neighbourhood of Dublin, but the project dropped through for reasons which I need not detain you with. Since that I understand that Sir John McNeill has seen the importance of narrow gauge lines; and recently at the institution of civil engineers we had a paper read by Captain Tyler, R.E., giving an account of a Welsh narrow gauge railway which has been made a passenger line. I may also mention that Col. Yool of the Bengal engineers has strongly recommended the Indian Government to adopt as feeders for the great trunk lines a number of small narrow gauge lines. The vast difference in the cost between a railway of 2 feet 9 or 3 feet and of 5 feet 3 inch gauge is not at all apparent at first sight.

2228. (*Chairman.*) How much saving per mile would it be in your opinion so to construct them?—I can best answer that question by saying that I believe in the west of Ireland, or over any portion of Ireland, in fact, narrow gauge lines might be constructed for from 3,000*l.* to 4,000*l.* per mile.

2229. (*Capt. Galton.*) Then in Ireland you consider that the gauge of 5 feet 3 has been one of unnecessary cost?—No, I do not, I think the Irish 5 feet 3 gauge is the very best in the United Kingdom, but I think that that gauge should not be compulsorily employed for every part of the country. All the great trunk communications should be of that gauge for carrying heavy locomotive engines and carriages; but when you have got a smaller traffic, and a traffic of a character which will bear subdivision, and the narrow gauge is suited to it, then I think the narrow gauge would be more advantageous.

2230. Have you considered what the average cost of transshipping from any of these narrow gauge lines to the ordinary gauge would be for minerals?—I have not brought it out into figures, but I have con-

sidered what the cost would be, and I am satisfied that it would be very small with proper mechanical arrangements for changing the mineral produce from the waggons of one gauge to that of the other. For example, the small gauge waggon might go up a higher bank and the larger waggon be put below, and the upper waggon might be made to shoot its contents into the lower waggon.

2231. For flags and marbles the expense would be very much greater?—Flagging would admit also of mechanical means of transferring it from one to the other. For example, on the bottom of each narrow gauge waggon there might be an iron grid on which the flags might be laid, and attached to that there might be four hooks, and by means of an hydraulic lift the whole contents of the waggon might be taken up and dropped into the broad gauge waggon. It might be so arranged that the contents of five or six small waggons might be transferred to one large waggon.

2232. (*Capt. Galton.*) Are you aware that the Great Western railway in fact find very great inconvenience from the difficulty of transshipping, with all the appliances they have got, the coal and ores from the very narrow gauge lines which connect collieries and other works with their own broad gauge line?—It is not found to be the case in Durham and Northumberland where the coal is brought up from the pits in trucks running on narrow tramways. Very frequently the coal is transmitted from these over a screen and passes thence into the large waggons.

2233. It breaks up the coal very much, does it not?—There is a certain breakage, but that depends upon the skill with which the machinery is devised. The coal slips by which, at Cardiff and the Tyne Docks, the coal is caused gently to slide in a continuous stream on board the ships, now scarcely break the coal at all.

2234. Was not the discussion upon the paper read at the Institution of Civil Engineers by Capt. Tyler very adverse to the adoption of the narrow gauge?—I think it was, but there were very few present except myself and one or two others who entered into a discussion of the merits of the narrow gauge at all.

2235. (*Mr. Ayrton.*) After all, each case will depend upon its own particular facts, will it not?—That is true only to this extent, the first element that must fix the gauge for any railway is the amount of traffic and the sort of material to be carried.

2236. And whether it is a hilly country or a flat country?—Quite so. Hilly countries will show themselves most favourable to the narrow gauge.

2237. (*Chairman.*) Do you think that no additional lines are required in Ireland upon the broad gauge?—I think there are some. A general feature of the Irish Railways is that they start like a fan radiating out from Dublin, and there is a great difficulty at present in making your way direct by railway from the north to the south of Ireland, especially in a direction north-east to south-west. If you attempted to send goods from Cork now, and sent them by rail by the shortest connexion of lines along the centre of Ireland, I apprehend they would not reach Londonderry under a fortnight. There have been considerable efforts made of late years to induce the cultivation of flax in the south of Ireland, in order that the flax cultivated there might be sent to the manufacturers of linen in the north. If that were successful (and it has been partially successful so far) it would be important to have the readiest means of transmission between the one and the other, both for those who grow the raw material and those who are concerned in the manufacture. It would be very desirable that the requisite number of links of communication should be formed which would be necessary to unite the northern system and the southern system without those breaks which now exist; but I think it far more important with reference to the extreme west of Ireland, which is not likely to be opened up for a considerable time upon the broad gauge, that it should be laid upon, and connected by means of tramways upon a narrow gauge. More important, however,

than either, is to make the best of the existing system, which is not done.

2238. Have you given much consideration to the cattle trade of Ireland?—I have considered it with reference to improved means for the transport of cattle. At present the cattle suffer very much, both upon the railways and in the boats, between Ireland and England, and improved appliances and improved management are very much wanted.

2239. Are they as well managed in Ireland as in England?—I apprehend there is not very much difference. The sufferings of the cattle are very great in both countries. Of course, upon the score of humanity it would be of no use saying a word; it is merely a question of the value of the meat when it comes to the market. An unfortunate fat ox, or cow, goes up from Tipperary to London, and is kept standing upon a hard plank the whole of the time. The feet of the animal are off the grass, or other comparatively soft and damp substance which he has been standing upon for months, and will not bear the pressure of his great weight resting upon a timber floor, often for days, without intense pain, and the animal suffers very much in consequence, and he loses flesh and value by it. I think the cattle waggons ought to be provided with a stratum of dry peat. I have kept horses myself standing constantly in the stable on peat with great advantage to their feet. The peat might be thrown out of the waggons at the end of one, or after two or three journeys, and would be in itself manure. The droppings of the animals and their urine, which latter is all now lost, would be all mixed with it, and would be rendered comparatively inodorous by the peat, and the hoofs of the animal would be greatly relieved by it. Besides that, there ought to be means by which the cattle could comfortably stand without leaning against one another; there should be bale-bars between every pair, and there should exist the means of supplying them readily with water; there should be sidings in which there might be contrived troughs, by means of which the cattle without being removed from the cattle-vans could drink comfortably and without loss of time. The cattle boats are of an extremely defective description. The cattle are driven on board by blows and violence, and they stand either on the deck or confined in the hold. If the sea is rough in the winter-time, those who are in care of them, as well as the seamen, are sometimes afraid to go near them for fear of being crushed to death, and the cattle suffer very much. I have seen cattle arrive in Liverpool with their horns knocked off, and other injuries of a similar description. I have myself designed a special class of cattle boat which I hope to see employed hereafter in the Irish ports. These are boats of a greater beam, drawing a smaller quantity of water, and designed especially for cattle, sheep, and hogs, in which there would be the means for the cattle walking or board, and walking on to the shore. The cattle would be under deck cover, and their drovers would have the means of obtaining easy access to them through the voyage; the cattle would have the means of lying down, and they would be foddered and watered during the whole voyage, and their manure would be carried off mechanically, so that they should not get covered with it as at present.

2240. (*Earl Donoughmore.*) If those steam boats were specially designed for cattle how would they get back freight from England?—They could carry bale goods of almost every description, and they might even carry passengers.

2241. You think the peculiar adaption of them would not prevent their being used as ordinary steamers?—I think not; they would not answer for certain classes of freight, for instance, it could not be desirable to carry pig-iron in them because that would injure the fittings belonging to the cattle, but manufactured articles coming from England to Ireland might go in them just the same as in the present steamers.

2242. (*Chairman.*) Are you acquainted with the

charges for cattle traffic at present in Ireland?—I am generally acquainted with them.

2243. Are those charges higher than you think they ought to be, so as to be remunerative to the railway companies?—I should not like to give an opinion upon that point. The cattle trade is one that I am not sufficiently acquainted with to be able to do so. I am clear that the fares for all mineral produce ought to be lowered materially; I may also say that the fares for passengers ought to be lowered very considerably.

2244. I believe you have some observations to make as to the connexion between the Dairy Farms in Ireland, and the Railway system?—I may most briefly answer that question by saying that, in the United States the large cities are supplied with milk brought from a very considerable distance by railway trains. The climate of the Northern States is very hot in the summer, and very cold in the winter, which necessitates special precautions by which milk can be brought very long distances by rail. A gentleman of the name of Borden has taken out a patent for concentrating milk to about one-third of its bulk for such journeys; the process is peculiar. There have been many bygone attempts made in France to obtain a sort of portable milk, but none have been successful hitherto, arising from the want of knowledge of the organic chemistry of milk. This plan of Mr. Borden's has been successful; he submits the milk in tall cylindrical cans to a temperature of about 190°, until it arrives at that temperature it is kept constantly stirred by machinery in these cans; the milk at that temperature is withdrawn from the cans by means of suction into a large boiler or cauldron in which by an air pump worked by steam a vacuum can be produced. The air pump is kept going until the aqueous portions of the milk maintained at 190° Fahrenheit are evaporated nearly to two-thirds; at that point the heat is withdrawn and cold water is permitted to pass outside the vessel where the steam for heating it was applied before, so as to cool the milk gradually. The air pump is still kept going simultaneously with the water process; the effect of that is that some peculiar fetid animal ether is withdrawn from the milk which seems the great element by which the fluid becomes putrescent in its natural state. After this has been removed the milk will bear to be transmitted to almost any distance and will remain many days without undergoing any sensible change. New York is supplied with concentrated milk in this form; they mix it there with two-thirds of water and those who use it affirm that the milk so mixed has a richer taste than it had originally.

2245. Do you think that any trade of that kind can spring up in Ireland?—I see no reason why the rich pasture land in the South of Ireland and also that in the North-west should not become sources from which a supply of milk to a large portion of the manufacturing districts in the south and north of England and the west and south of Scotland should be brought. By proper arrangements with the railway companies to provide milk trains, I have no doubt that a supply of milk might be sent from Ireland to England which would cheapen the price of milk in England.

2246. (*Mr. Ayrton.*) Do you know the price of milk in Ireland?—I know some years ago in Dublin, milk was sold at 3d. per quart. It is cheaper now than in England.

2247. (*Earl Donoughmore.*) Do you think it would be worth the while of the dairy farmers, in the South of Ireland, who are now making a very considerable profit, so entirely to change their system of trade as to introduce this system of desiccating milk?—I see no reason why one trade should interfere with the other, I suppose it will be admitted that the production of milk in the South of Ireland might be increased tenfold.

2248. (*Mr. Ayrton.*) Are you acquainted with the relative profits of farming, with reference to selling milk, and making butter, using the butter-milk?—I had better say that I am not; although I had 21 acres of grass in the neighbourhood of Dublin, and I found that if I chose to become a milk farmer, and

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Mr. R. Mallet. sell the milk, I could have made out of those 21 acres of land a large profit.

12th May 1865. 2249. Do you know whether it is more profitable for a farmer, within 50 miles of London, to make the butter and use the milk afterwards, than to sell the fresh milk?—I should consider it would have been more profitable within 50 miles of London, to have sold the milk than to have made butter of it. A great deal of the best butter which comes to London, comes from Cambridgeshire.

2250. (*Chairman.*) Have you formed any opinion as to the advisability of a temporary state control over Irish railways?—I think a control by the State, if it compelled the experiment to be tried of reducing the fares and freights, would be valuable and likely to be highly advantageous.

2251. Do you contemplate an Act of Parliament compelling the railway companies to reduce their fares very much below the present rate?—I presume some legislative means would be necessary in order to induce them to do so. I do not think they would have the courage to make the experiment themselves without that, and therefore, I think that amount of control would be necessary. I think it would be disadvantageous that the management of the railways should be at all placed in the hands of the state even in Ireland.

2252. You do not see any prospect of the railway companies themselves making the experiment of low fares and charges?—I think not. The management of the Irish railways betrays the utmost want of energy on all sides. They seem to lay on their backs and let the traffic come to them if it will, and if not, it cannot be helped. They have even shewn occasionally the most marvellous impolicy. Thus, where their freights have been falling off, they have actually raised their charges in order to keep up their dividend, and thus have totally destroyed that which was already a declining trade.

2253. Can you state distinctly to what extent you think the control ought to be exercised over the railway companies, and in whose hands that control should be placed?—I think the control should be placed in the hands of a mixed commission, upon which probably there should be some traffic managers and engineers. They should operate under an Act of Parliament. The lowering of the fares to a certain extent should be compulsory, and then the working of the railway boards of Directors should be merely supervised as it were, by such a commission, so as to be assured that they did their best under the existing new system, to develop their traffic, and did not in fact wilfully or perversely interfere with its operation. Beyond that, I do not think much control would be advisable or necessary, but to do that, I apprehend that a guarantee must be given, otherwise legislation would become a sort of spoliation. If these directors think they shall be at a loss for a time, and they would be at a loss no doubt for a time, you must guarantee them against that loss, although you compel them to make it up afterwards.

2254. (*Earl Donoughmore.*) From what source is this guarantee to be derived?—I think it ought to be derived from three sources; from the railway companies themselves, from the country at large, and from the State.

2255. By the country at large, you mean Ireland?—Yes. I think it ought to extend over a given number of years and be divided in something like this sort of way. I may just state here that when the Midland Great Western started they had fourth-class passenger carriages, but they very soon dropped them, and now they have nothing but third-class passenger carriages. The charges for third-class passengers over a large portion of Ireland are such as almost precludes the Irish peasant from travelling on the railway.

2256. (*Capt. Galton.*) Is it not the fact that it was the same charge as used to be charged by Bianconi's cars, a penny per mile?—Yes, the lowest fares are

nearly double what the peasant ought to travel for in the interior.

2257. (*Mr. Ayrton.*) Do I understand you to suggest, that this State administration should be on the basis of making the railway system profitable; that is to say, there should be return enough to pay a fair dividend after payment of all working expenses, or would you leave them unprofitable?—My opinion is, make the experiment, and it will be attended ultimately with a successful result. I think that you will create such an enlarged traffic in the course of eight years that the railway companies will not only be able to pay as large a dividend as they do now, but a great deal more.

2258. (*Capt. Galton.*) It would not be fair that the loss which might arise from such a guarantee should fall upon the country; ought not the railway companies to pay that eventually out of their future earnings?—I think that would be scarcely fair. You call upon them to make a great experiment, which they believe will be a perilous one, and which everyone must admit is an experiment.

2259. I am assuming that they will get larger dividends eventually than they get by their present arrangement?—I think it might be fair that if the dividends at the end of eight years were considerably better than they are now, the railway companies should be called upon to recoup the State and the country (that is, Ireland) from any guarantees which it has had to pay in the interval. I doubt, however, if after three years there would be any guarantee to pay at all. I should propose to divide the guarantee into four periods of two years each, and divide the guarantee between the railway companies and the State in the following ratios. During the first two years, the railways should pay three-ninths of the whole, the country two-ninths, and the State four-ninths. For the next two years I should propose that the railways paid four-ninths, the country two-ninths, and the State three-ninths. For the third two years I should propose the railways still to pay four-ninths, the country three-ninths, and the State two-ninths. For the last two years, or to the end of the eight years, the railways should pay five-ninths, the country four-ninths, and the State none.

2260. (*Mr. Ayrton.*) Do you mean that each county is to pay in respect of the railways in that county, or the whole of Ireland is to pay?—I think the whole surface of Ireland should be rated, but it should be rated upon the same principle that the watershed of a district is determined, that is by taking a dividing line between the railways, and that they should pay in some ratio to their distance from the lines.

2261. Do you mean that Ireland should be divided into certain railway areas?—Yes.

2262. Then that each of those areas should guarantee the lines within that area?—That would be one mode of doing it. I think it would be the fairest mode to have a universal assessment based upon this principle, that all land within 10 miles along the line will be assessed at a certain rate, and land within 20 miles at a certain other rate, and outside that again at a third rate; but that some rate should be universal over the whole country. If the tax came to be levied, and if there was a really serious loss, it might be better borne if spread over the whole country.

2263. Would it be right that a district at a distance from a railway should be taxed to support it?—I think so, because it would really be benefited by the railway in proportion to that distance.

2264. How would that district be benefited which is at a distance, unless the railway was used as a means of sending goods?—Assuming the railway to be in operation, I certainly conceive that those who are nearest the railway are mostly benefited by it; but all are benefited more or less.

2265. Would not that depend upon whether he sent his goods to market?—Clearly, a man might be rated who might say I have no interest in this railway, but I should consider him to have an indirect interest, and therefore he ought to pay as well as others.

2266. (*Earl Donoughmore.*) Take the city of Dublin, which is a seaport town, of course there is no part of the city of Dublin which is not within 10 miles of a railway. You propose, by your scheme, that the inhabitants of Dublin should be taxed upon the highest scale. How are the inhabitants of Dublin interested in this question at all? how is it just or fair to call upon them to pay upon the highest scale, when they have no interest whatever in the question?—I cannot admit that they have no interest in the question; on the contrary, I think that every man in Ireland is most vitally concerned in the attempts to make railways available, because in proportion as they are available so is the country prosperous.

2267. I will take the instance of my Lord Pembroke, who is the proprietor of large estates in the city of Dublin, how would the reduction of fares, which would enable coal to be transported to the centre of Ireland, or which would bring serpentine from Galway or sulphur ores from Wicklow, or stone from Kilkenny, effect the value of Lord Pembroke's property?—I might answer that by saying that they would raise the value of his property if they made Dublin more prosperous. But if the rate were an acreable rate as I propose, it appears to me that it would affect Dublin very little more than the other parts of the country.

2268. Then your proposition is that it should be an acreable rate, and not a rate upon the value?—I think so.

2269. So that an acre of poor mountain land, similar to that on the top of the Galtee mountains, would have to pay as much as an acre of rich pasture land?—No, because those mountain lands would be situated a great distance from the railway.

2270. (*Mr. Ayrton.*) Is it not the case that along the Galtee mountains there is a good deal of stony land?—There is some.

2271. Would it be right that this stony land, because it was within the narrow zone, should pay in a greater ratio than the rich fertile land which happens to be in the distant zone, and which would therefore produce probably three or four times as much agricultural value?—It should not only be a rate upon the acre, but the value should be taken as an element. I do not at all pretend to go into the details of how such a tax should be levied, or what might be the exact best mode of assessment. I think it is obvious that the country would be benefited by such a system, and I think it is therefore fair that the country should be called upon to pay its quota towards the risk or expense, and so in some way you must tax it.

2272. Is not the value of the land in Ireland regulated by its distance from ports and large towns?—That is one element.

2273. If you are to carry produce into the country at a loss, and tax the community for that loss, are you not in fact subsidising persons who have less valuable land at the expense of those who have the more valuable land?—I have no doubt that for a time, and in so far as the guarantee would become operative at all, that a certain amount of such apparent injustice would be done; it would be scarcely possible to do it otherwise, but I apprehend that the guarantee itself would melt into an exceedingly small sum when it came to be put into money value. I calculate that the loss could under no possible circumstances reach to more than 80,000*l.* a year.

2274. Would not the immediate effect be to raise the rates of the accessible land, and would not the relation of landlord and farmer, as regards their relative interests, be just as it was before; would not the effect be to raise the value of property, and so raise the rent of the less accessible land?—I think the amount of the assessment would be so small on the acreage that it would be almost infinitesimal, and perfectly without effect in altering the relations of value in land, or those of landlord and tenant.

2275. I am asking you as regards the whole of the land, would not the immediate effect of this be that

the landlords would put on in the shape of rent all that the railways reduced in the shape of charge?—It would be the tendency of the landlord to do it no doubt, but he would scarcely find it worth his while to do it.

2276. Is there not such a competition for land as to keep the tenants at what may be called the lowest rate of tenant's profit?—Yes.

2277. Has not that been carried to such an excess that the tenant who is competing for the land will be content with even a less profit than he ought to receive with a view to the payment of his rent; has not that been the character of the relation of landlord and tenant?—That is unfortunately the fact. I do not think it arises so much from excessive rents as from the fact that the rent is not taken out of the land by the application of capital and industry to it.

2278. Has it not been from the extreme competition upon the part of the tenants to get possession of holdings?—In part.

2279. Are you not aware that if the landlord puts his farm up to bid by auction, or what they call in Ireland sets it, that he very often gets an active competition for taking the farm?—Yes.

2280. That being so, would not the immediate result of reducing the charge upon the produce of the land be to put the whole amount of that reduction after the next set of the farm takes place into the pocket of the landlord?—Yes; of course whether it was paid through the landlord in the shape of rent, or paid directly by the tenant, it would be a tax on what came out of the produce of the land, which is the source from which this and all taxes must come.

2281. Then the effect of the transaction would be this, that we should, out of somebody else's pocket put a great deal of money into the pockets of the landlord of the less accessible parts of Ireland?—I do not think practically that would be the result, for my impression is that, the guarantee would be found to be merely a just preservative against a possible contingent evil, but one that would to a very small extent come into play at all. I apprehend that after the first three years there would be no loss. I think it very questionable whether upon passenger traffic there would be any loss at all even at the very commencement.

2282. (*Chairman.*) To what extent do you think the passenger fares ought to be reduced?—I think the first and second class passenger fares ought to be reduced one-third if not one-half. The third and fourth classes for the working population I think should be reduced one-half, which would bring them to about a level with the continental Prussian, German, and French fares.

2283. (*Mr. Gower.*) Do you conceive there would be any danger, if you were to guarantee certain existing interests, of there being a great addition to the expense of the management of railways?—It is to guard against that, that I think Government control would be indispensable.

2284. (*Capt. Galton.*) What do you mean by Government control?—I mean that the working expenses of railways, their books, and their mode of conducting their business should be open to the inspection of competent Government officials at all times, in order that they may see that they were not engaging in reckless expenditure.

2285. Would not that fetter the whole of their proceedings most enormously? Would not that be practically taking the whole affair into the hands of these Government officials, or else referring every question to some central board to say whether anything can be done or not, and so create great delay?—I do not see that much difficulty of that sort would arise. I would only exercise a negative species of influence over the companies; I would not control their proceedings beyond a certain point.

2286. The question was whether the company would not be likely to be more careless in running their trains if there was to be this guarantee given to them. Suppose they put a train which was in the

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Mr. R. Mallet. opinion of the government official not likely to produce full receipts, would he not be likely to stop that train, or would it not be taking away entirely the responsibility of the company if you fettered them by means of a government official?—Some sort of ultimate appeal might be necessary, but I think the government official's duty should be, in the first instance, merely to point out in such a contingency to the railway company, "You are putting on a train here which I consider to be extravagant and useless; you must modify it in some way." Of course it is very easy to multiply supposed difficulties to the working of any plan, but I apprehend in practice there would be no serious difficulty felt.

2287. (*Mr. Ayrton.*) Do you think it possible, if any loss was to be paid out of these rates, to have any specific contract made for any particular district, or would not the railways have to be placed under some general rules as to uniform mileage rates to be rigidly enforced all through the country?—Yes, I think there ought to be uniform rates established throughout the country for special classes of merchandize and passengers.

2288. Would not the whole system have to be managed under a set of public rules in which the subordinate officers would not be allowed to make any change or modification?—Clearly there should be some such rules, which I conceive, if judiciously drawn up would greatly avoid mere questions of detail.

2289. Do you think the effect of the officers working under those general rules, not being allowed any discretion, would or would not be to lead them into a more formal mode of conducting business, like as government business is generally conducted without any energy or enterprise and very little skill?—Of course you would bring in that element more or less; but I apprehend if the controlling power was one in itself exercising discretion and energy, that the difficulties would be very much less than they appear. I have always remarked that in any new project it is very much easier to find supposed difficulties than it is to vanquish them when they come in your way.

2290. Is not the tendency of all government administration upon a system of method and rule and general order, just the reverse of that which is supposed to be characterised by private enterprise?—That is not found to be quite universally the case, in Germany for example, where every branch of industry is, more or less under government control, yet the Germans are not deficient in individual energy, nor do they lie helpless on their backs waiting for providence, nor is the control found to degenerate into officious interference.

2291. Do you think that the absence of effective industry in Ireland results in any degree from the habit the people have acquired of relying on the State for so many things rather than relying on their own industry?—There was a feeling of that kind which had grown up many years ago, when a large portion of the population of Ireland, before the Famine, was employed upon public works as a means of finding employment for them, but I think that has greatly diminished of late years.

2292. Is there not a Board of Works in Ireland through which the Government undertake to do a great many things which in this country are done by local enterprise?—The functions of the Board of Public Works in Ireland are almost identical with those of the Office of Works here, and it has a central bureau in Dublin which to a certain extent controls the expenditure on all works connected with the State. There are very few things going on now in the shape of public works that could be done by private enterprise.

2293. Is not the drainage of Ireland going on?—The drainage is now all over. The landlords put an end to it, but they are beginning now to find out that they had better have left the Arterial Drainage Act alone, the want of which, in operation, they now feel.

2294. Do you think that the effect of the system to which I have alluded has been to direct the minds of

the Irish people to State assistance rather than to their own enterprise?—I think more has been made of that than is true.

2295. Do you think that the introduction of Government control over railways would tend to develop that private enterprise which you say is dormant, or the reverse?—I do not think you will have any rapid or great development of the industry of Ireland coming from the Irish people themselves, but if by altering the rates of freight on these Irish railways you were in a position to show that they could improve their condition by employing the material that Providence has thrown at their feet, and putting it into trucks for England, I think you would give them an incentive to follow our example here.

2296. Would not that be an indirect way of giving a bounty to any particular branches of industry if you carried goods at a less charge than would allow a profit to the people engaged in them?—Apparently so. I am ready to admit that the whole thing seems to conflict with theoretical political economy, but I do not think that theoretical political economy will turn out to be applicable to the facts in this instance.

2297. Do you think it possible if all the railways of Ireland were amalgamated into one system, or two or three large groups, that capitalists might be found who would be willing to lease the lines for a term of years, trusting to make their own profits from a better system of management, and a greatly increased traffic from a general reduction of charges?—I think that is not at all impossible. I say in answer to the first part of the question, that it would be of the utmost importance to amalgamate the lines, on account of the inconvenience which results at present from there being a number of little separate systems, for example, if you travel from Dublin to Belfast at present, you pass over what is in itself a continuous and not a very long line, and yet you travel through three if not four distinct railway properties, each with its little imperium of directors and officers, &c., and you are tormented at every hour to show your ticket, because you must show it at the end and at the commencement of every new property.

2298. (*Earl Donoughmore.*) Has such a plan as this ever occurred to you? Supposing that the Government were, by making acceptable propositions to the shareholders of these 18 companies in Ireland to become the proprietors of all the railways in Ireland, of course then they would become responsible for their obligations, and would become possessed of their assets; and then the State, having so made themselves the masters of the property, were to enter into an arrangement with a company to work and manage the lines upon certain conditions; first, with respect to rates for passengers and goods traffic, and also with reasonable accommodation to the public by the number of trains to be run in the day, and other conditions of that character, upon a lease for a certain fixed number of years: do you think it would be possible to get a great company to undertake that management on payment of such a rent to the Government, that they would be able, although perhaps losing something in the first period of the term, to recoup themselves in the latter period of the term in case there was a loss. I suppose the rent to be a rising rent?—I think it very likely that such an arrangement could be brought about. It would look a more symmetrical arrangement, probably than that which I have imperfectly sketched of a guarantee, but it would practically amount to the same thing. It would have to be a guarantee in any case. As regards the theoretical political economy of the thing, it is six of one and half-a-dozen of the other. If the Government became possessed of the railways, and assumed the responsibility of the companies, they must do either one of two things: they must either give leases at a low rent, which is tantamount to giving a guarantee, or they must take a reasonable rent as derived from corresponding traffic in England, or based upon the English lines, or upon the existing state of things on

the Irish lines, and then they would have to give a guarantee to the losses for a certain length of time.

2299. You are aware that a great portion of the capital which has been employed in making the Irish railways is borrowed capital, that is, capital raised up on debentures?—Yes.

2300. Upon that capital the railway companies are now paying a comparatively high rate of interest?—There would be no doubt considerable advantage in having the Government responsible for the interest, produced by the difference between paying a high rate and a low rate of interest.

2301. If the Government were to become the proprietors of the railways and responsible for their debts, as these debentures fell due the Government would be able to float them in the market at a far lower rate of interest than the companies themselves could ever expect to do?—Yes.

2302. Therefore, in that respect, as time went on, the Government would make a saving every year?—Clearly.

2303. That would be one source from which in time they would expect a reduction in the charges?—Yes.

2304. Then might it not be so arranged that the rent payable by the managing company to the leasing company should be a rising rent, perhaps not the first year or two, but rising gradually at fixed periods. Do you think it might not be possible, taking into consideration those two elements, first, a reduction of the charges arising from the debentures being gradually floated in the market at a lower rate of interest, and, secondly, the periodical raising of the rent payable to the company, that at the end of 21 years the Government might find itself entirely recouped?—I think the Government would find itself recouped, and probably within a shorter period, but I apprehend there would be found considerable difficulty in getting railway companies or proprietors who would speculate in Irish lines if you made such a reduction in the fares as would alone be likely to make the experiment successful in the end. If you were to reduce the fares to one-half or one-third of what they are now, I dare say you might still get them to undertake it, but I think they would undertake it only upon terms commensurate with the risk.

2305. I understand from your last answer that you do not feel quite so sure that the experiment of the reduction of the fares to half would be successful?—No. What I have just stated is not from any doubt on my own part as to the effects of the change, but from the difficulty of convincing those whose knowledge must necessarily be imperfect, and who would have the risk of advancing the money, and would take care to secure terms commensurate to their greatest supposable risk.

2306. (*Mr. Gower.*) I suppose you consider that on every railway a reduction of fares would prove advantageous?—I think so. I am quite satisfied that on some of the lines the effect would be almost

Adjourned to Wednesday next at 12 o'clock.

Wednesday, 17th May 1865.

PRESENT :

THE RIGHT HON. THE EARL OF DONOUGHMORE.
THE HON. E. F. LEVESON GOWER, M.P.
THE RIGHT HON. ROBERT LOWE, M.P.
SIR ROWLAND HILL, K.C.B., F.R.S.
T. B. HORSFALL, Esq., M.P.
ROBERT DALGLISH, Esq., M.P.

GEO. CARR GLYN, Esq., M.P.
A. S. AYRTON, Esq., M.P.
CAPT. DOUGLAS GALTON, R.E., F.R.S.
E. T. HAMILTON, Esq.
J. R. MCLEAN, Esq., Pres. Inst., C.E.
WILLIAM POLE, F.R.S., *Secretary.*

HIS GRACE THE DUKE OF DEVONSHIRE, K.G., F.R.S., IN THE CHAIR.

MR. JOHN RICKARD TINSLEY examined.

2308. (*Chairman.*) You are mayor of Limerick?—Yes.

2309. Are you connected with the Chamber of Commerce in that city?—Yes.

electrical. Perhaps upon others the effect would be much slower, but I apprehend that within three years the advantage would be without question.

2307. But still you would recommend the same reduction to all railways?—I think in Ireland, to which I have alone referred, you would have to establish uniform rates both for goods and passengers all over the country. I do not see upon what principle you could take any other method.

Statement referred to in the Answer to Question 2180.

COST OF WORKING COAL OR MINERAL TRAINS.

Each train consisting of 30 waggons, with break-van, for a nett load of 200 tons average.

Cost of transport per train mile.

	Pence.
Locomotive power - - -	9·50
Maintenance of way - - -	1·00
Attendants on train - - -	1·00
Use, wear and tear of waggons - - -	3·50
Signal lamps - - -	0·50
Offices and general management - - -	1·00

Cost per train mile on a level - - - 16·50

As the mean co-efficient of traction for waggon trains in good order is $\frac{1}{270}$, the only effect on the above of a gradient is proportionately to increase the consumption of fuel. The cost for fuel only per train per mile, included in the part mentioned above, (coal being at 14s. per ton), is 2·60 pence.

Hence we shall have with a gradient of 1 in 270. The cost per train mile - - - 16·50 + 2·60 = 19·10 Pence

Or with a gradient as steep as 1 in 90 - - - 16·50 + (3 × 2·60) = 24·30

But the return on the nett load of 200 tons at one farthing per ton per mile is = 4s. 2d.

So that on a level line the nett profit returned will be—pence. pence. pence.

50 — 16·50 = 33·50 or rather more than 200 per cent., and upon a continuous gradient as steep as 1 in 90—

pence. pence. pence.
50 — 24·30 = 25·70 or rather more than 100 per cent.

If the trains as proposed carry coal one way and return filled with minerals, the same rate of profits will be returned for the double journey, or each way.

If however the waggons return empty, the cost of return transport may be taken as follows:—

Engine and empty train per mile,—

Locomotive power - - -	8·00
Maintenance of way - - -	0·80
Attendants on trains - - -	1·00
Wear and tear of waggons - - -	2·00
Signal lamps - - -	0·50
Office of general management - - -	1·00

Cost per empty train mile on level - - - 13·30

Or with a continuous gradient of 1 in 90, add - 5·50

Pence 18·80

It is thus obvious that with such coal trains, returning empty waggons, a freight charge of less than one halfpenny per ton per mile would yield an ample profit.

Mr. R. Mallet.

12th May 1865.

Mr. J. R. Tinsley.

17th May 1865.

Mr.
J. R. Tinsly.
17th May 1865.

plaint to make as to the accommodation or as to those fares?—They have not authorized me to make a complaint.

2312. Has the management of the Irish railways been under the consideration of the Chamber of Commerce, and have any faults been found with respect to the traffic to Limerick?—It has not been under the consideration of the Chamber of Commerce as a body; but the directors of the Chamber have had the subject under consideration, and requested me to appear here to give my impressions upon it. The members have considered the matter amongst themselves individually.

2313. Have you individually any cause to complain of the arrangements on the Irish railways?—Yes.

2314. Will you state generally to the Commission on what points you have to make complaint; first as to the passenger traffic?—With respect to the passenger traffic, it is generally complained that the charges are too high, which prevents that intercourse with the western districts of Ireland that we would otherwise have if we had a lower rate upon the traffic from the metropolis and a lower rate of passenger charge.

2315. Do you ground your opinion that the traffic would be much increased by lower fares upon any facts, or, speaking generally, is it your opinion that low fares would naturally have that effect?—That is the general opinion of the gentlemen with whom I have been speaking and also my own.

2316. Have any experiments ever been tried between Dublin and Limerick with a low scale of charges?—Not that I can recollect.

2317. What is the fare from Dublin to Limerick?—23s. 8d. first-class.

2318. (*Mr. Glyn.*) What is the distance?—I think the distance is about 129 miles.

2319. (*Lord Donoughmore.*) By which route do you mean?—By the junction.

2320. (*Capt. Galton.*) What is the distance by the Roscrea route?—I have not got the particulars of that.

2321. (*Chairman.*) What is the second-class fare?—17s. 8d.

2322. What is the third-class fare?—10s. 9d.

2323. In the opinion of business people at Limerick is there a sufficient number of trains each way daily?—We want a four o'clock train from Dublin to Limerick; the train at present leaves at one o'clock and arrives at half-past six, and the persons engaged in trade travelling from Dublin consider it a very great inconvenience to be obliged to leave so early, or they must wait till a late hour.

2324. (*Capt. Galton.*) Can you leave Limerick in the morning and go to Dublin and return in the evening?—No.

2325. At what time does the morning train start to Dublin?—The general train is the 11 o'clock mail train.

2326. How many hours is that going to Dublin?—There is a delay of two hours at the junction; it gets to the junction at 20 minutes past 12, and remains there till the Cork train comes up, and it is a late hour in the evening when it gets into Dublin. I have travelled by the four o'clock train, and it gets to Dublin at half-past nine, taking five hours and a half.

2327. Is there a morning train to Dublin?—Yes, it leaves at 6 o'clock in the morning.

2328. When does it reach Dublin?—It is due, I think, at half-past 11.

2329. There is no train which travels between Limerick and Dublin in less time than five and a half hours?—No.

2330. (*Chairman.*) Going a distance of 130 miles?—Yes.

2331. (*Mr. Glyn.*) You cannot return the same afternoon, can you?—Yes.

2332. What time can you leave Dublin?—At one o'clock.

2333. You only arrive at half-past 11 by the first train, and you must then leave at 1 in order to

return?—If you return the same day you should; but in fact I do not know of anyone going up in the morning from Limerick and returning the same day; you cannot do it, you would not have time to transact business.

2334. You cannot return the same day?—Not since the four o'clock train was taken off; there was a four o'clock train that landed passengers at half-past nine in Limerick.

2335. (*Lord Donoughmore.*) There is a night mail train to Limerick?—Yes.

2336. (*Capt. Galton.*) When does it leave Dublin?—I cannot tell you the exact hour; it is after the arrival of the Kingstown mail.

2337. (*Mr. Glyn.*) What time does it reach Limerick?—At half-past one in the morning.*

2338. (*Mr. Horsfall.*) Do they issue return tickets upon that line?—They do for the same day.†

2339. But they are comparatively valueless, are they not?—Yes.

2340. (*Chairman.*) Do you believe that any large number of persons in Limerick are prevented from going to Dublin for want of sufficient railway facilities?—Yes; I think that a great many persons would travel to and from Dublin if there was a lower rate of charge.

2341. (*Lord Donoughmore.*) If they could return the same day?—Yes.

2342. (*Sir R. Hill.*) Why was the four o'clock train discontinued?—I do not know.

2343. Were there many passengers who travelled by it?—Yes, a great many.

2344. (*Mr. Glyn.*) Is there much intercourse between Dublin and Limerick?—Yes.

2345. Would that be increased, in your opinion, if facilities were afforded for a daily return train to and from those places?—Yes.

2346. Is Limerick a market that the Dublin people look to very much?—There is a great deal of business done between those two places.

2347. (*Chairman.*) Is there much communication between Limerick and Cork?—There is.

2348. Are the trains convenient between those two places?—Yes, they are.

2349. More convenient than between Dublin and Limerick?—Yes.

2350. Do you attribute the want of accommodation to the means of communication being in the hands of two different companies?—I should suppose that it would be more convenient if the matter was in the hands of one company, and that it would be more easily arranged.

2351. Between Limerick and Waterford what accommodation is there; are there as many trains as you want?—I believe so; there is not much passenger traffic between Limerick and Waterford.

2352. And perhaps there never will be?—I do not know that; it may be promoted. I have not heard any complaint of want of trains.

2353. (*Capt. Galton.*) Do the Limerick people come to England by Waterford?—They do; but I have never travelled that way myself.

2354. It is the cheapest route, is it not?—Something cheaper than the other, but the sea passage is longer.

2355. (*Mr. Ayrton.*) What is the class of the population who require additional railway accommodation; are they private residents, or merchants, or retail traders chiefly?—Merchants and traders.

2356. How many wholesale merchants are there in Limerick?—I suppose about from 30 to 40.

2357. Do the retail traders in Limerick deal much directly with Dublin, or do they deal with the wholesale merchants in Limerick?—They deal with the

* Witness subsequently explained that there was an error in the times given in the text. The morning train to Dublin started at 7.30 a.m., arriving at 3.35 p.m., and the return train to Limerick left Dublin at 7.45 p.m.

† Return tickets were available for next day.

wholesale merchants in Limerick, and a good many of them deal in Dublin also.

2358. Have you any resident population at present residing in Limerick of independent fortune, who may be termed idle persons?—Not resident in the city; there are some, but not very many.

2359. (*Capt. Galton.*) What is the population of Limerick?—Something under 50,000.

2360. (*Mr. Horsfall.*) Is there any great trade in cattle between Limerick and Dublin?—Yes.

2361. Are they sent by railway or by road?—By railway principally, I believe.

2362. What are the rates charged for cattle?—I do not know the rates for cattle.

2363. (*Mr. Ayrton.*) Do many travellers come to Limerick from the wholesale houses in Dublin with samples to take orders, or do they go out from Limerick to the surrounding districts?—A good many.

2364. By what class do they travel?—I am not very certain what class they travel by.

2365. (*Mr. Horsfall.*) Are the fares, in your opinion, considerably too high between Limerick and Dublin?—Yes. I have heard it generally complained of, that the fares are high, and that if they were reduced it would increase the trade and business of the city of Limerick, as well as give greater facilities for travelling, and many more persons would travel.

2366. It would increase the traffic both in passengers and goods?—Yes.

2367. (*Chairman.*) Have you any reason to suppose that the third-class passengers would increase in numbers by a reduction of the fares?—I think they would be very much increased.

2368. Do you ground that opinion upon any facts within your own knowledge?—Not particularly within my knowledge, but from having heard it spoken of.

2369. Is there any third-class passenger traffic between Dublin and Limerick, or is it chiefly from places in the neighbourhood of Limerick?—The larger proportion would be from Limerick. I believe that there is only one third-class train which leaves Limerick in a day, and that is very early in the morning—7.30 a.m.

2370. Do you think that, under any circumstances, any considerable third-class passenger traffic could arise between Dublin and Limerick?—I think it would.

2371. (*Mr. Ayrton.*) From what cause would it arise?—From a reduction in the rates.

2372. What third-class traffic would it be, persons going to pay visits in Dublin, or going there for occupation?—Persons going to Dublin for occupation.

2373. And when once they had gone they would remain in Dublin?—They may not.

2374. Do you mean that people would go there to be employed for a short time with the view of coming back?—Yes, tradespeople.

2375. Do the people in Limerick travel third-class when they go to Dublin?—I am alluding to tradesmen.

2376. Do you mean workmen?—Yes.

2377. Is there much movement of workmen between Limerick and Dublin?—Yes, at times. When there was a considerable amount of work in Dublin, and they required tradesmen, they would go from Limerick—labourers also—and come back again as soon as they found it convenient to come back to their families. I think there would be a good deal of third-class passenger traffic in that way created by a moderate rate of charge.

2378. What reduction in the rate would induce them to go up to Dublin in that way for employment for short periods of time?—I think about half of what it is now.

2379. (*Chairman.*) Is there any considerable influx of people into Limerick on market-days?—Yes, very great.

2380. How many market days have you in the week?—Two.

2381. From what distance do persons come into Limerick?—20 and 30 miles.

2382. Do a large number of them come by railway?—Yes, and for considerable distances too—20 miles—but for the short distances they consider it cheaper to come in on their own horses and carts.

2383. (*Capt. Galton.*) Do the railway companies run excursion trains on the market days?—No.

2384. They do not allow the third-class passengers to come in at a lower rate with a return ticket?—No.

2385. Do they issue no return tickets?—I do not think they do.

2386. (*Mr. Ayrton.*) Are there steamboats on the lower Shannon from Limerick?—Yes.

2387. Are they crowded with passengers?—They are not crowded with passengers, except in the summer season.

2388. Is that pleasure traffic or business traffic?—Both.

2389. Do you know the rates at which they carry passengers on the Shannon?—It is 2s. from Limerick to Kilrush; 3s. for first-class passengers.

2390. (*Chairman.*) Is there any large permanent population at Kilrush?—Yes, there is a large population.

2391. (*Mr. Hamilton.*) What is the distance from Limerick to Kilrush?—About 46 miles.

2392. (*Capt. Galton.*) Is there much traffic to Foynes?—No, there is not.

2393. (*Mr. Glyn.*) Did you say that they issued return tickets for the first-class passengers from Dublin?—I think they do.

2394. At what rate?—A fare and a half is the usual rate.

2395. (*Mr. Hamilton.*) I thought you said that that would only be good for the same day?—That is all.*

2396. Before that you could have gone to Dublin and have returned the same day?—Yes, but you cannot do that conveniently since the four o'clock train has been taken off.

2397. Then what is the good of a return ticket?—I suppose no one would take one now. I have not done so myself.

2398. Practically a return ticket is of no great value?—None whatever.

2399. (*Chairman.*) Have the fares been the same as they are now for many years?—They have been so.

2400. Has there been no alteration made, either in raising them or lowering them?—I think they have been advanced; three years since I think the fare was 21s., I am not certain, and it was advanced to 23s. 8d.

2401. (*Mr. Hamilton.*) What is the ordinary line of communication between Limerick and England?—Through Dublin.

2402. Have you through rates by way of Dublin for passengers?—Yes.

2403. There is another line of communication by way of Waterford, is there not?—Yes.

2404. Can you book through by way of Waterford?—Yes, I believe so.

2405. (*Mr. Ayrton.*) Is it cheaper by way of Waterford than by Dublin?—Yes.

2406. Why do not persons go by Waterford?—The longer sea voyage prevents it.

2407. (*Chairman.*) Have they as good boats?—I have heard that they are excellent boats. I have not travelled in them.

2408. Pigs go over in those boats, do they not?—Yes, and cattle.

2409. (*Mr. Hamilton.*) You do not know whether you can book through from Limerick to Milford?—I do not, but I think I have seen it in one of their booking tables that you can do so.

* See note to question 2338.

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2410. (*Chairman.*) Are there any complaints in Limerick as to the charges upon the carriage for goods?—Yes.

2411. Will you be good enough to state the nature of those complaints?—Some time since the different railways into Limerick, the Great Southern and Western, and the Waterford and Limerick, carried goods through from Liverpool to Limerick at a through rate of 15s. per ton.

2412. (*Mr. Dalglisch.*) What class of goods do you refer to?—Heavy goods, iron, tallow, palm oil, sugar, and such heavy goods, and within the last two or three years they advanced the rates to 27s. and 30s. a ton, something equal to from 80 to 100 per cent., and we consider that that has done very considerable injury to the trade of our locality.

2413. (*Chairman.*) Are you able to state that the traffic of that description has fallen off since the raising of the charges?—It has.

2414. (*Mr. Ayrton.*) Are the sea risks included in the rates you have mentioned, or are they thrown upon the freighters; does the company bear the sea risk?—No, you have to insure.

2415. Are the goods carried over sea subject to the ordinary sea risks?—Yes.

2416. (*Lord Donoughmore.*) The Waterford and Limerick route to Liverpool is made up of the Waterford and Limerick line from Limerick to Waterford and the steamship company from Waterford to Liverpool?—Yes.

2417. The Great Southern and Western route is made up as far as the junction with the Waterford and Limerick and from the junction to Dublin of the Great Southern and Western, and from Dublin to Liverpool by the City of Dublin Steam Packet Company?—Yes.

2418. In order that there should be a uniform through charge by both routes, it is necessary to have an agreement between five companies, is it not?—Yes, the Cork Direct Company is now just as much interested as either of the others; it is another means of importing goods to Limerick and of exporting.

2419. Have you not some traffic by sea from Limerick to Liverpool direct?—Yes.

2420. What are the rates?—Twenty shillings; formerly it was only 12s. 6d.

2421. Who are the parties who are the owners of steamboats?—They are Limerick merchants.

2422. You stated, I think, that the railway companies charged 15s. a ton?—Yes, but now they charge 27s. When the railway companies were charging 15s. the Limerick Steamship Company charged but 12s. 6d. a ton.

2423. Is there not another route from Limerick to Liverpool by the river Shannon and the Midland line from Athlone to Dublin?—Yes, there is, but their rates are proportionately high.

2424. (*Capt. Galton.*) Is there not a route by Cork?—Yes, but they have advanced the charges; there is a combination amongst the companies to make those extra charges, and they have compelled or induced the Limerick Steamship Company to make the same high rates of charge proportionately with the longer sea voyage and the greater risk. They gave them an opportunity of charging from 20 to 30 per cent. lower than the railway charge. There are heavy town dues upon goods in Limerick coming by the long sea voyage, and also the uncertainty of so long a voyage from Limerick to Liverpool direct. They have given them the advantage of the difference between 20s. and 27s.

2425. What is charged by the River Shannon and the Midland route from Limerick to Liverpool?—I think it is 24s. 9d. to Limerick.

2426. That is cheaper than by the other route, by the Great Southern and Western?—Yes, it is 24s. 9d.

2427. (*Mr. Ayrton.*) Why is not the sea route used in preference, the charge being 20s. against 27s.?—Because it is a longer sea voyage, and there is also uncertainty as to the time of the sailing of the boats. They do not sail so regularly as they do from Cork

and Dublin or from Waterford, and they have undertaken to pay heavy town dues, as much as 3s. 4d. a ton, in addition to the freight at Limerick, upon some of those articles.

2428. Referring to the articles which you have mentioned, do you suppose that that increased charge of 7s. a ton interferes with the consumption of goods in Limerick?—It interferes with the trade of Limerick, but whether it interferes much with the consumption of goods there I cannot say.

2429. Have you any reason to suppose that the consumption of those articles is diminished in Limerick by reason of the charge made for conveyance being increased to the extent you have stated?—I do not go the length of saying that.

2430. Sugar, for instance?—I cannot say.

2431. How then does it interfere with the trade?—It enables the merchants of Dublin and Waterford and of Cork to import goods at a freight I think of 10s. or 15s. into those places, and then they can send them within a very short distance of Limerick to some of the smaller towns, to the disadvantage of the Limerick import merchants.

2432. That is in competition one port with another in Ireland?—Yes.

2433. Is not that the necessary result of situation, the one being better situated than the other, and being nearer to the market or place of production, so that they can send the goods cheaper?—No, I do not think it is so in this case.

2434. Do you propose that the rates should be adjusted with a view to placing a more distant port on the same footing as a port nearer to the place of production?—The increase in the charge by the railway company to 27s. has been attended with this disadvantage as regards Limerick, that it has compelled our local companies or it has induced them to advance their rates to 20s., whilst goods of the same class are imported into Dublin, Cork, and Waterford at 10s. or 15s.

2435. If the increase of the rate does not interfere with the consumption of the articles, the reduction would simply have the effect of making you a present of so much per ton to enable you to carry on your business in competition with the merchants of Waterford and Dublin?—We should have equal rates with them.

2436. But it would in effect be asking the railway companies to give you a sort of bounty or present to enable you to compete with the merchants of Waterford and Dublin?—Not to make it a present, the fact is the goods now do not come by the railways; in fact the rate is a prohibitory rate, for since they advanced it to 27s. the goods have scarcely come by the railways at all.

2437. I thought you stated that the grievance was that the goods were sent from Waterford a distance that brought them too near to Limerick, and that they ought to be sent from Limerick into the interior?—Yes, that is to places nearer to Limerick; a district that ought to be in connexion with Limerick is taken advantage of by a more distant city.

2438. The effect of a reduction would be to give you a bounty to that extent, and so enable you to send your goods further into the interior?—Not a bounty, but to give us the advantage of our local position.

2439. Are you not now suffering from the disadvantage of your local position by being further from Waterford or from Wales, where the iron is produced?—I think very little.

2440. What would be the difference in freight by sea from Cardiff to Waterford, as compared with from Cardiff to Limerick?—About 2s. a ton.

2441. (*Chairman.*) Is there any understanding between the Limerick Steam Ship Company and the railway companies as to the rates which they are to charge?—Yes.

2442. Have any of the railway companies an interest in the Limerick Steam Ship Company?—I believe one company has got some shares in it, one of

the managers ; but there is an understanding between them, and a combination that none of them will take lower rates than those which I have named.

2443. Do all the steamboats trading to Liverpool belong to one company ?—Yes.

2444. Has there ever been any proposal among the merchants of Limerick to set up steamers on their own account ?—No, not in opposition.

2445. (*Capt. Galton.*) Who are the proprietors of the Limerick steam boats ; are they Limerick people ?—Yes.

2446. Are they merchants in Limerick ?—Yes.

2447. Persons having an interest in the charges made for goods ?—Yes.

2448. Does their interest as proprietors in the Steam Packet Company overweigh their interest as merchants ?—Yes, and that makes them raise their rates.

2449. (*Chairman.*) Does the whole of the traffic from Liverpool now come by steamboats ?—Yes, nearly all of it.

2450. (*Mr. Ayrton.*) Did they, in your opinion, make a large profit when they charged 12s. 6d. a ton ?—No.

2451. Did they make any dividend at all ?—Yes, they did.

2452. Why did they not continue to charge 12s. 6d. a ton ?—Because I believe it was threatened that there would be an opposition if they did so.

2453. (*Mr. Hamilton.*) An opposition promoted by whom ?—By the railway companies.

2454. (*Mr. Ayrton.*) You mean that there would be more steamers put on if they continued that charge ?—Yes, very likely.

2455. (*Capt. Galton.*) Are you in business in Limerick ?—Yes.

2456. In what trade ?—I am an import merchant.

2457. Do you import any goods by means of the railways ?—I have not done so for the last three or four years, or scarcely anything by the railways, but I did a great deal, almost all my business, by the railways until they advanced the rates ; my goods are now carried by the direct steamers.

2458. (*Mr. Ayrton.*) Are the Commissioners to understand that the raising the rates from 12s. 6d. to 20s. has had the effect of preventing opposition by sea ?—Yes.

2459. (*Mr. Horsfall.*) Opposition by the railway companies ?—Yes.

2460. (*Mr. Ayrton.*) Is it open to anyone to offer opposition ?—Yes.

2461. If 12s. 6d. is a profitable rate, how can you account for no one proposing to carry goods for that rate ?—I do not know why persons do not do it.

2462. (*Mr. Hamilton.*) I understand you to mean this, that unless the steamboat company raised their rates to 20s. they would be run off the line, or would be met by active competition on the part of the railway companies ?—Yes.

2463. (*Mr. Glyn.*) Can any of the railway companies establish steamboats ?—Not as railway companies, but as individuals they could do it.

2464. (*Mr. Hamilton.*) In the interest of the railway companies ?—Yes.

2465. (*Capt. Galton.*) What advantage has it been to the railway companies to raise the rates by the steamboats, seeing that by raising their own rates, as you say, they have driven all the traffic off their line of railway ?—It takes the traffic direct to Limerick off their lines ; but it gives them a great advantage as to the traffic coming within 20 miles of Limerick.

2466. (*Chairman.*) You mean the traffic from Dublin along the line ?—Yes ; the goods are imported into Dublin, into Waterford, and into Cork, and this has interfered with the direct trade to Limerick, while it has given the merchants of those places the advantage of supplying places all along the line.

2467. (*Capt. Galton.*) Has the result been to raise the price of goods in Limerick ?—To that extent.

2468. Do you sell iron, for instance, in Limerick at a higher price ?—Yes, to that extent.

2469. Is coal dearer in Limerick than it used to be ?—It is rather dearer.

2470. What is the price of coal ?—About 20s. a ton.

2471. How is coal brought to Limerick ?—The greater part of the coal is brought by steamers.

2472. By steam colliers ?—Yes, and trading vessels.

2473. Where is it brought from ?—From Liverpool and Newcastle, and some is brought from London and from Glasgow.

2474. Do the vessels come laden with coal only ?—No ; they take in about half a cargo of coals and fill up the remainder with goods.

2475. Does any coal come from South Wales ?—Very seldom.

2476. How does it come from South Wales ?—It comes by sailing vessels from South Wales.

2477. And that coal costs 20s. a ton, delivered at Limerick ?—Yes, there are steam coals as low as 16s. or 18s. a ton.

2478. Is much coal carried from Limerick into the interior of the country ?—A great deal.

2479. The price is consequently enhanced beyond Limerick ?—Yes.

2480. (*Mr. Ayrton.*) Is the trade in coal a close trade, so that the freights are regulated by any combination, or do the rates result from ordinary competition in the market ?—I think the prices are regulated by ordinary competition in the market.

2481. (*Mr. Dalglish.*) What is the distance between Liverpool and Dublin, as compared with the distance between Liverpool and Limerick ?—It is about one-half the distance, or less than half.

2482. Perhaps one-third ?—Yes.

2483. Do you know what the freight is from Liverpool to Dublin ?—From 10s. to 15s. a ton.

2484. Are there any town dues to be paid in Dublin ?—I believe they have some small dues.

2485. The freight by steamboat is from 10s. to 15s. from Liverpool to Dublin ?—Yes.

2486. But you do not know anything about the town dues ?—They are very light. I believe there are dues, but very light ones.

2487. Nothing to compare with 3s. 4d. ?—No.

2488. If you add 3s. 4d. to 20s. that gives you 11. 3s. 4d. ?—Yes.

2489. So that at Limerick you get goods carried from Liverpool to Limerick for about a third of the price that they would be carried from Liverpool to Dublin for ; that is to say, the cost of goods to Limerick is 11. 3s. 4d. per ton, including your town dues, whereas the cost of goods to Dublin is from 10s. to 15s. per ton—take 12s. 6d. as the average—and the town dues you say are very light ; you get your goods from Liverpool to Limerick by steamer for 11. 3s. 4d. per ton, the distance being nearly 500 miles, and the Dublin people pay 15s. per ton, the distance being only 120 miles ?—Yes ; the same rates apply both to Waterford and Cork as to Dublin, although the distances are greater.

2490. (*Mr. Horsfall.*) The insurance from Limerick to Liverpool is considerably more than from Liverpool to Dublin ?—I suppose it is about 2s. 6d. per cent. more to Limerick than to Dublin.

2491. (*Chairman.*) When the charges upon goods were raised from 15s. to 27s. was it stated by the railway companies that the old fares were unremunerative ?—I do not know that they made any public statement to that effect.

2492. (*Capt. Galton.*) Do you know what the charge is upon goods from Dublin to Limerick by railway ?—It is 15s. a ton for the same class of goods.

2493. Is there any steam communication between Dublin and Limerick ?—There is canal communication, and also by the upper Shannon.

2494. What is the freight by that course ?—I think it is 12s. 6d.

2495. (*Lord Donoughmore.*) Is not the differential rate settled by the canal company in concert with the

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railway company?—I presume it must be; they will not carry for less.

2496. (*Capt. Galton.*) With regard to the cost of coal, can you explain of what the charge of 20s. per ton is made up, because we have been informed by other witnesses that the freight was 5s. a ton from Wales to Limerick?—It is no such thing, at least that I am aware of. I think that 8s. is the freight by sailing vessels.

2497. From what place?—From Wales or from Liverpool.

2498. What is the cost of the coal put on board ship?—The Welsh coals are not generally used for housekeepers' purposes, and the price is about 18s. I spoke of housekeepers' coal when I said 20s.

2499. What is the freight from Newcastle?—12s. 6d.

2500. What is it from Liverpool?—8s.

2501. What is the price of the coal put on board ship in the river Mersey?—I think from about 7s. 6d. to 8s. a ton.

2502. Are there any town dues to pay in Limerick for the coal?—Yes.

2503. What is the rate paid for town dues?—3d. per ton.

2504. (*Mr. Horsfall.*) The coal which you speak of as being put on board ship in the Mersey is called smiths' coal, is it not, at 7s. or 8s. per ton, and not household coals?—I think that there are some household coals put on board at 7s. 6d. a ton, but there is a better class of coals than those; some are as high as 9s. a ton.

2505. (*Lord Donoughmore.*) What would orrel coal be if put on board at Liverpool?—I do not know; but I believe there are two or three classes of orrel coals.

2506. When you state that the price of housekeepers' coal at Limerick is 20s. a ton, does that include the orrel coal?—I think there would be some of that coal as high as 22s., but I give you the average price at about 20s.; the price of some goes as high as 22s., and probably some runs to 24s.

2507. (*Mr. Ayrton.*) Is turf much consumed in the neighbourhood of Limerick?—Yes, a good deal.

2508. How close to Limerick is it to be obtained?—Within 6 miles.

2509. Is it much used in the city of Limerick?—It is not so much used as it was, but turf is getting scarcer and dearer, for, in point of fact, the bogs are being worn out, and labour is not so cheap.

2510. Can you state the relative prices at which turf and coal come into competition with each other?—When turf goes beyond 3s. 6d. a kish it is generally considered dear. All last winter it was as high as 5s. a kish.

2511. (*Capt. Galton.*) What is a kish?—It contains a certain quantity of turf; in fact, it is a horse-load.

2512. How many kishes go to a ton?—It is not weighed; a great deal depends upon the quality of the turf; some bogs are very heavy and others are very light.

2513. (*Lord Donoughmore.*) When you say 3s. 6d. a kish, is that good Clare hand turf or common cut turf?—Good turf, or hand turf.

2514. (*Mr. Ayrton.*) Do you mean to say that when turf is more than 3s. 6d. a kish it is cheaper to burn coal?—It is generally supposed to be so, because coals are found to go more into consumption.

2515. (*Mr. Hamilton.*) Do you think there is likely to be an increase in the consumption of coal in Limerick and the neighbourhood?—Yes, I think so.

2516. Owing to an increasing scarcity of turf?—Yes, and also a scarcity of labour.

2517. (*Mr. Ayrton.*) When you say that it is cheaper to buy coal than to buy turf, you assume that the coal is 20s. a ton?—Yes.

2518. And the turf at 3s. 6d. a kish?—Yes.

2519. What is the price of turf per kish at the present time?—About 4s.

2520. How far from Limerick will the price be reduced below 3s. 6d. by reason of economy in the cost of conveyance?—Perhaps 10 or 15 miles.

2521. (*Lord Donoughmore.*) Does not a good deal of turf come from very low down the Shannon?—Yes, a great deal of it comes from Kilrush and that district.

2522. (*Mr. Ayrton.*) Is any turf brought in by railways?—Yes, from Castle Connell there used to be; but the charge was so high that they were obliged to give it up.

2523. (*Chairman.*) Is any coal brought into Limerick by railway?—There was, but there is not so much now.

2524. Where did it come from?—From Waterford and also from Cork, but principally from Waterford.

2525. (*Mr. Hamilton.*) What is the present rate charged by the railway companies for coal?—I cannot tell you, for I do not know, but somewhere about the same as the Limerick price now charged by the steamship company.

2526. What is the rate per ton per mile that is charged by the railway company on coal from Cork or Waterford?—From Waterford to Tipperary they charge 4s. 9d. a ton.

2527. What would that be per mile?—The distance is 55 miles to Tipperary.

2528. And the charge is how much?—4s. 9d.

2529. (*Capt. Galton.*) Does the coal go from Limerick into the interior of the country now?—Not much.

2530. Where does the coal that is supplied in the interior come from?—It comes principally from Waterford and from Cork.

2531. At what price could you get coals delivered in Limerick through Waterford?—I will give it you to Tipperary, that is within 22½ miles of Limerick and 55 miles from Waterford.

2532. At what price is the coal sold in Tipperary?—I will give you the rate of charge first to Tipperary. The rate to Tipperary is 4s. 9d. per ton from Waterford. I believe the distance is 55 miles. Then from Limerick to Tipperary I find they charge 3s. 3d. a ton, and the distance is 22½ miles, and that is a very great disadvantage to Limerick in sending coals into the interior.

2533. Has the railway company ever been remonstrated with with respect to that disadvantage?—Yes, I have remonstrated with them, and as to another article in which I deal largely, salt, they did advance the rate, and then they reduced it again.

2534. What is the rate at the present time?—At the present time it is 4s. 9d. to Tipperary, and 3s. 3d. from Limerick to Tipperary; that is, for a distance of 55 miles they charge, as I said, 4s. 9d., and for 22½ miles they charge 3s. 3d., which gives a great advantage to Waterford over Limerick.

2535. (*Mr. Hamilton.*) Do you include in the price of coal at the port of Waterford good domestic coal?—No, I do not.

2536. You do not know what it could be put on a railway truck for at Waterford, coming by sea to Waterford?—That depends upon the rate of freight to Waterford.

2537. (*Chairman.*) As far as the coal traffic is concerned, you think there is not much opening for the introduction of coal into Limerick by railways, and for the distribution of coal from Limerick?—Yes.

2538. You do not anticipate under any circumstances it is likely that Limerick would be supplied with coal for its own consumption by railway?—Not so long as we have direct steamers, because they must bring coals as ballast. As long as they trade and bring goods, they must carry a certain quantity of coals underneath the goods.

2539. (*Lord Donoughmore.*) And that you think would be almost sufficient for the local consumption?—No, not if we had the same amount of trade that we had before the railway company reduced their charges.

2540. They increased them, did they not?—No, they have reduced them for certain distances within 20 miles of Limerick.

2541. But what I referred to was the consumption of coals in the city of Limerick, as distinguished from the consumption of coals in the surrounding district?—Then it would not be sufficient.

2542. (*Capt. Galton.*) Do you know at what price coal is sold at Tipperary?—No, I am not aware of that at the present moment.

2543. Are there facilities now at Limerick for putting the coals direct on to the railway trucks from the ships?—No, they have to be carted from the ships.

2544. For what distance are they carted?—From about half a mile to a mile.

2545. What is the cost per ton for carting the coal?—From 6*d.* to 1*s.*

2546. That charge has to be added to the cost of the railway freight?—Yes.

2547. (*Chairman.*) Besides the coal traffic, are there any other descriptions of goods traffic with respect to which you have complaints to make against the railway companies?—The only thing is that the general rate which they charge is 27*s.* per ton for those goods coming from Liverpool.

2548. I am referring to traffic confined to Ireland—internal traffic?—No, I am not aware of any other.

2549. (*Capt. Galton.*) You have mentioned salt?—Yes.

2550. Do you send salt into the interior from Limerick?—Yes.

2551. To what parts of the interior?—To Tipperary, Charleville, Roscrea, Ennis, Kilrush, Tarbet, and to very considerable distances round Limerick.

2552. (*Mr. Ayrton.*) Do you know of any commodity produced in the interior that would be brought to the port of Limerick in greater quantities than it is now if the railway charges were greatly reduced?—I think that turf would be brought in greater quantities.

2553. Can you mention any other commodity?—As it is principally an agricultural country I suppose corn would be, because it must find a market somewhere if it does not find a market in Limerick.

2554. The surplus corn that remains after feeding the population in the interior, I presume, is brought to market?—Yes.

2555. Then there could be no great increase in that unless there was an increase in the products of agriculture?—No.

2556. Is there any particular reason why you think there would be any great increase in agriculture?—Not unless we had an increase in population, which I do not think we shall have. If we could get better prices for corn there would be an inducement to sow corn.

2557. Is there any other commodity that you think might be increased and sold in greater quantities in the interior if it were brought at a cheaper rate to Limerick?—Besides corn there is butter, and all other agricultural produce would be increased.

2558. Do you think that the production of butter in Ireland is retarded by the cost of carriage to Limerick and any distances round Limerick?—I do not think it is.

2559. Do you think that the rates charged are such as to keep down the growth of corn in the districts round Limerick?—I do not know.

2560. Do you think that turf might be dug at some distance from Limerick and be brought into Limerick in greater quantities if the rates were less?—Yes.

2561. What reduction do you think would be necessary to give a stimulus to the digging of turf?—I suppose that the rate should be considerably lower than it is now.

2562. What district do you think would be chiefly stimulated?—The county of Limerick; and from Ennis turf could be brought, also from the district of Castleconnell, by the Castleconnell railway.

2563. Do you know of any commodity that would be carried into the interior in any considerably greater quantities than at the present time, if there was a considerable reduction in the rates of conveyance?—I daresay coals would be carried to a distance considerably further than they are at the present time.

2564. In what direction would they be carried?—In the direction of Nenagh, for instance, and Roscrea.

2565. Bearing in mind what you stated, that by the present rates Dublin and Waterford send goods too near to Limerick, do you think if there was a still greater reduction in the rates from those ports goods would be sent from Limerick to Roscrea, or from Dublin to Roscrea?—That is a longer distance; Roscrea is a greater distance from Dublin than from Limerick.

2566. Having mentioned the different rates to the different ports, Dublin, for example, as compared with Limerick, would not the effect of a reduction of the rates be to bring the coals from Dublin to Roscrea, and not from Limerick to Roscrea?—If there was a uniform mileage rate by the railways I think the difference in the freight to Dublin would still leave to Limerick an advantage by railway.

2567. Is there no turf in the neighbourhood of Roscrea?—A good deal of coal goes there.

2568. But are there no peat bogs in that neighbourhood?—Yes, there are some.

2569. Are they worked?—Yes, they are; but it is principally to Nenagh, and between Nenagh and Roscrea, that the coals go from Limerick.

2570. Is it high ground thereabouts, and free from bog, between Nenagh and Roscrea?—There is a good deal of bog there, there must be, but a certain quantity of house coals are carried there notwithstanding.

2571. Is that consumption of house coals, in your opinion, likely much to increase, or is it an article of luxury at the present time with which turf comes into competition?—The turf would come into competition with it when the price was moderate.

2572. (*Capt. Galton.*) Is there any cattle trade from Limerick?—Yes.

2573. A large cattle trade?—Yes.

2574. Do the cattle come by railway to Limerick, or do they walk into Limerick?—I am not conversant with the cattle trade, but I have heard them say that they preferred driving the cattle to paying the high charges.

2575. If the charges were lower do you think that the traffic would increase on the railways?—I think so.

2576. Is there any mineral produce anywhere near Limerick?—Very little.

2577. Are there any mines near Nenagh?—Not sending minerals into Limerick.

2578. Are there any mines of any sort?—Yes, but not sending into Limerick for shipping at present.

2579. (*Chairman.*) Is there any flax manufactured in Limerick?—Yes.

2580. In Limerick itself?—Yes.

2581. Is the produce of those manufactories increasing?—I do not think it is.

2582. Is any quantity of flax brought into Limerick by the railways?—Very little, I should say, by railway.

2583. (*Mr. Ayrton.*) Is there any great water power on the falls of the Shannon?—Yes.

2584. Is that utilized for any purpose of industry?—Very little.

2585. (*Chairman.*) Are those flax manufactories which you have mentioned worked by water or steam power?—They are worked by steam power.

2586. (*Mr. Ayrton.*) Is the water power on the Shannon so constant that it could be utilized without steam machinery in addition?—Yes, a great deal of it is constant; it is principally used for corn mills and flour mills.

2587. (*Chairman.*) Are there any suggestions that you wish to make to the Commission as to any improvements that could be introduced with respect to

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the traffic on the Irish railways?—The only suggestion that I would make is, that I think if the different lines of railway were under one uniform management it would be a very great advantage.

2588. (*Mr. Glyn.*) Do you mean under one board?—Yes.

2589. To have all the Irish railways under one board?—Yes. I think it would be an advantage to have a Government board.

2590. On what grounds should you prefer a Government board?—I think that each locality would then have the advantage of having a board that would be independent of anything like local interest.

2591. (*Mr. Ayrton.*) Have you found any difficulty in booking through in Ireland, or is there any complaint in Limerick of any difficulty in booking goods through to the different ports of Ireland?—No, I am not aware that there is any difficulty in doing so.

2592. (*Chairman.*) Have you any trade with the north of Ireland?—Scarcely any.

2593. You are not in favour, I think, of competition as respects the railways?—I would be in favour of competition, but not of combination.

2594. Do you wish that all the railways should be amalgamated?—Yes, under a Government board, or such an independent board as would make equitable uniform rates, according to the mileage.

2595. Has it ever been in contemplation to take the railways at Limerick down to the wharves on the banks of the river?—It has been spoken of.

2596. At Waterford, I believe, the railway is in communication with the water?—At one side, I believe, it is close to it.

2597. (*Capt. Galton.*) With regard to the trains which run from Limerick to the junction line, do many of the trains correspond with the South Western down trains at the junction?—Yes, I believe they all correspond, with the exception of the mail train; it leaves at 11 o'clock, and it has to wait two hours.

2598. The only train that does not correspond is the mail train?—Yes.

2599. All the other trains do meet?—Yes, I believe so.

2600. (*Mr. Gower.*) You would then propose that a Government board should be constituted; by whom should the members of it be elected?—I suppose the Government would devise means for doing that.

2601. You would propose that the Government should name the board?—Yes.

2602. Would you have that board consider the interests of the railway companies or the interests of the public?—Of the public. I think that they should consider the interests of both to a certain extent; but I think that the interest of the public should be first consulted, both as to the number of trains required and the rates of charge.

2603. (*Lord Donoughmore.*) Supposing that the adoption of those alterations in the interests of the public were to result in a very serious diminution of the dividends to the shareholders, what should be done then?—I think that the rights of the shareholders should be preserved in any case.

2604. What do you conceive the rights of the shareholders to be; is it not to make as much money as they can out of the railway?—Yes, in proportion to what they are now making. I do not think that they are making a very large dividend just now. I daresay that the Government would deal with the shareholders in an equitable manner; but I cannot suggest the means of doing it.

2605. (*Mr. Ayrton.*) You think that the Government should buy up the railways and take them into their own hands?—To take the management as they may think proper to do.

2606. They could hardly undertake to manage any other person's property without their consent?—No, but to take it at a valuation.

2607. (*Capt. Galton.*) Having done that they would have to pay a certain sum to the shareholders to buy them out, and that sum must be borrowed or

obtained in some way and interest must be paid upon it?—Yes.

2608. Supposing that the working of a line resulted in a loss to some extent of its interest, how would you propose to meet that loss?—That is assuming a case that may not occur.

2609. You ought to provide against all contingencies in those arrangements, and suppose that a loss did occur, how would you meet the loss; ought there to be a general taxation in England, or ought it to be by local taxation in Ireland?—I should say that it should be a taxation in Great Britain, an imperial taxation.

2610. You would not have the railways managed on the principle that the expenses connected with them should be paid by the persons who used them?—I think that the expenses would be paid with proper management under a Government arrangement.

2611. Would you have them managed upon the principle that the expense of the railways should be defrayed by those who used them?—I think that that is a most equitable way.

2612. You would consider, I suppose, that part of the expense of a railway was the cost of making it?—Yes.

2613. Therefore you would propose that the Government board should so regulate the rates that they should return an interest upon the cost of making as well as upon the working charges?—Certainly. I do not wish it to be inferred that the present shareholders should be injured by the Government taking possession. I rather think that their rights should be preserved, but I think the public ought to have more convenience and lower charges.

2614. (*Mr. Glyn.*) Suppose the lower charges did not realize quite so much money as before, what would you do then for the shareholders?—That is a question that I can scarcely answer.

2615. (*Mr. Ayrton.*) Of course they must make such arrangements as would make it pay?—Yes.

2616. You would raise the rates again?—Yes, raise them moderately, without raising them so much, that it would leave a profit to the Government.

2617. At the present time you say there is scarcely any profit realized for the shareholders?—On some of the lines there is not.

2618. (*Mr. Hamilton.*) The Great Southern and Western line has paid a dividend as high as five per cent. for many years?—Yes; but the Waterford and Limerick line is not paying so well, nor the Ennis and Limerick. The Foynes and Limerick line is a very bad one.

2619. The fares on the Foynes and Limerick line are very low, are they not?—They are low.

2620. Lower than any other line in Ireland nearly?—I cannot exactly say; I have not travelled by that line.

2621. (*Mr. McClean.*) If the Government purchased the railways in Ireland, how would you provide for further extensions?—I daresay by an advance of Government money.

2622. (*Mr. Hamilton.*) Is it your opinion that if the fares were moderately reduced the traffic would sufficiently increase to enable the Government to meet all the charges, pay a reasonable dividend to the shareholders, besides paying the working expenses?—That is my opinion.

2623. (*Mr. Dalglisch.*) Do you not fancy that local government in a district would be better for the management of the railways than general management by the Government?—I do not quite understand the question.

2624. Would they not be more conversant with the interests of the place?—Government management would in my opinion be quite as good as any local directory.

2625. For instance, take all the railways south of that blue line on the map between Dublin and Galway and place them under local management, would not the persons having the management in that district

understand the wants of the district better than mere Government servants sent from England?—It does not follow, I think, that Government servants would be sent. Irishmen might be appointed.

2626. But the servants, whoever they were, must be under the control of the Government?—Yes.

2627. Would not persons belonging to the district understand the wants of the district better than any Government officer?—I do not think they would. I think that Government officials could be made as well acquainted with them as any local directorate. If I understand your question, it is whether a local directory would not manage and understand the requirements of the locality better than Government officials?

2628. Yes.—I do not know that they would.

2629. Supposing that a fair bargain was made with the railway proprietors of all the lines south of the blue line between Dublin and Galway, and that the whole management was placed under a board nominated in that part of Ireland by persons interested in railways, would not that be the best plan?—What power would the Government have over that board?

2630. They would have nothing to do with it. My question is, would not a board so appointed be better than a mere Government board?—I think that a Government board would do it quite as well and in some cases better, for they would have no local influence brought to bear upon them to induce them to make extreme charges at one place and lower charges at another.

2631. Why should the servants of a district have any local influence exercised over them?—It is natural, I think, that they would have.

2632. Why should they not be equally honest with Government officials?—You are talking of Government officials and not of directors.

2633. I am talking of the persons who are to manage a great amalgamation of railways. Suppose a board to be appointed by the people living south of that blue line to represent the interests of that district?—Then there must be shareholders who have an interest in the railways to appoint them.

2634. That does not follow.—If I understand you the Government are to appoint persons connected with the locality.

2635. No; the Government are to have nothing to do with the locality, they are to appoint their own people; and supposing an arrangement of that kind made, I wish to ascertain what your views are, whether the amalgamated railways would be better managed by a board appointed by persons living in the district, or by officials appointed by the Government?—I do not see what power the people living in a district would have to appoint a board unless they were shareholders and they had some interest in the matter.

2636. But I am supposing the board to be appointed.—Then I must say that I should prefer a board of Government officials, because I think they would be more responsible.

2637. Would it not be more fair to the country generally, if the railway system in Ireland is to be put under one control, to put it under the control of the people of the district, who might be assessed for any falling off in the receipts that might be realized by the working of the system?—How could you do that without taking the ownership out of the shareholders' hands?

2638. You must do that if the Government is to

The witness withdrew.

MR. MICHAEL ROBERT RYAN examined.

2651. (*Chairman.*) You are a merchant of Limerick?—Yes.

2652. Are you a member of the Chamber of Commerce in that city?—Yes.

2653. Have you had occasion to form any decided opinion as to the effect of the present rates charged upon the railways coming to Limerick?—Yes, I have.

work the lines. You say that an amalgamation of all the railways under the Government would be an immense advantage to Ireland?—Yes.

2639. I want to ascertain from you whether, if it became necessary to make some arrangement for the benefit of the district through which the railways to which I have called your attention run, and a board was appointed by the inhabitants of that district to manage those railways, whether they would not be better managed by a board so appointed than by Government officials?—Taking the question as I now understand it I do not think it would be so. I think the system could be quite as well managed by Government officials. I do not see why they should not be selected from persons in the locality as well as coming from a distance.

2640. Supposing that to be done and the system was managed for the benefit of the people, do you imagine that the locality would be content to be assessed for any loss that might arise?—I do not think it would. I think that if once the Government took the management of the railways into their hands they would be responsible for any loss, if there should be any.

2641. Although under their management, with the proviso that the railways should be managed entirely for the benefit of the people in the district?—The management, of course, would be for the benefit of the people.

2642. Do you not think that it would be very likely to lead to this, if the Government assumed any such power over the railways in a particular district, that whenever an election came on the people in the district would say, "You did not do what we wanted you to do, and unless you do that we will have you out?"—I do not know that it would have any effect upon the election at all. I do not see any effect that it could have.

2643. You do not think that it would be made a handle of?—I do not think it would.

2644. (*Chairman.*) You do not think that the people of Limerick would be willing to be assessed in order to make up any temporary deficiency that might arise by a general lowering of the rates on the railways running into the town?—No, they would not.

2645. Would they rather go on with their present rates than incur the liability of having to make up any deficiency?—Certainly.

2646. (*Lord Donoughmore.*) What do you think the country gentlemen would say of having a tax put upon them to compensate for any deficiency arising from lowering the rates?—I do not think that any portion of the inhabitants would like it, but I do not assume that such would be the effect of a reduction in the rates; I assume the contrary.

2647. (*Chairman.*) You think they would not like to run the risk of it?—Yes.

2648. And that they would rather go on with the present scale of charges than run any risk of that kind?—I think so.

2649. (*Mr. Ayerton.*) Would the effect of taxing a district be to tax the whole incomes of the country gentlemen, and to reduce the charges upon the merchant in conducting his business with a view to his ultimate profit?—Yes, and I think it would be very unfair.

2650. (*Mr. Dalglish.*) Would it not be unfair to tax the whole of the kingdom to benefit the railways in Ireland?—I take it that it would not be if it was an imperial tax.

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place; the people are very poor and they have not got much money to pay for railway transit, and I think that if third-class trains were placed more within the reach and circumstances of the people they would be more available; but there is another matter which I think operates upon the traffic as much as the high prices, the want of a better arrangement as to keeping time between our principal lines of railway and the tributary ones. We have six lines of railway coming into Limerick, and by some extraordinary arrangement they do not at all keep time for the third-class passengers.

2656. Do you mean that that they do not keep the time as published in their time tables?—No; they keep that time, but they do not hit off the trains which arrive; that is to say they do not correspond. There is only one third-class train in the course of a day out of Limerick to Dublin; it leaves at half-past seven in the morning, and there are no other means or opportunity for third-class passengers to travel until the following morning; and all the country trains, those five or six trains of which I have spoken, arrive in Limerick after the departure of that train, and the passengers have consequently to remain at Limerick all that time and during the night in order to get off the following morning. If I may be allowed I will quote from a few memoranda which I have put down in writing upon this subject. What I am about to state will show the inconvenience and delay to the public, the result of the present railway system, particularly arising from small local companies. There are in connexion with the city of Limerick no less than six railway companies, namely, the Great Southern and Western, the Waterford and Limerick, the Cork and Limerick direct, Limerick and Foynes, Limerick and Ennis, and the Limerick, Castleconnell, and Killaloe. The passenger traffic between Limerick and Dublin is carried on by the Waterford and Limerick and the Great Southern and Western via the Limerick junction, also by the Limerick, Castleconnell, and Killaloe, and Great Southern and Western via Nenagh, and Roscrea and Parsonstown Junction via Limerick junction. There is only one third-class passenger train from Limerick to Dublin by this route. This train leaves Limerick at 7.30 a.m., and arrives at the Limerick junction at 8.35 a.m. Passengers, &c. are here detained until 10.44, over two hours, and then proceed by the train on the Great Southern and Western line by the train which left Cork at 8.0 a.m. This train arrives in Dublin at 3.35, whereby passengers, &c. going from Limerick to Dublin, a distance of 129 miles, are detained over eight hours on the road. This journey in the old coach times was performed in 12 hours. The next train for Dublin by this route is a mail train which carries the principal English mails, leaving Limerick at 11.0 a.m., and arriving at the Limerick Junction at 12.0 at noon; passengers and mails are here detained until 1.57 p.m., nearly two hours. This train arrives in Dublin at 5.35. If this train did not start from Limerick until 12.40 p.m. it would give the citizens of Limerick 1 hour and 46 minutes additional time to answer English letters received in the morning, and would also be a great convenience to passengers. There is no train from Limerick to Dublin on Sundays except the mail train at 10.45 p.m. In fact there is no train into or out of Limerick on Sundays except the night mail train, and an excursion train to Cork and Killaloe via Nenagh and Roscrea. There is no third-class train by this route. The first train by this route leaves Limerick at 10.15 a.m., and arrives in Nenagh at 11.30. Passengers, are detained in Nenagh until 2.0 p.m., two hours and a half, and arrive in Dublin at 5.35 p.m. 7 hours and 20 minutes on the road; whereas if this line was in the hands of one company, or the Government, the journey could be easily performed under five hours. The second train by this route leaves Limerick at 2.0 p.m., and arrives in Nenagh at 3.15 p.m.; again passengers are delayed until 5.15 p.m., two hours, and arrive in Dublin at 9.30, seven hours and a half on

the road. This line of railway is about five miles shorter than the one via Limerick junction, the distance by this route being 124, by Limerick junction 129. This route from Limerick to Dublin clearly exemplifies the evil of allowing railways to remain in the hands of rival and short companies. This railway is held by lease from the Limerick, Castleconnell, and Killaloe to the Limerick and Waterford Company as far as Birdhill, 14 miles, and of course the Waterford and Limerick Company throw every impediment in the way of passengers, &c., proceeding by this line, in order that they should go by the Limerick Junction on their own line. The Great Southern and Western own this line from Dublin to Birdhill, 110 miles, the Limerick, Castleconnell, and Killaloe from Birdhill to Limerick, 14 miles. Passengers can leave Nenagh, an unimportant town and only a few miles from Limerick, at 6.40 a.m., arrive in Dublin at 11.0 a.m., leave Dublin at 4.0 p.m., and arrive at their homes at 8.30 p.m. This line being in the hands of one company the public at Nenagh have the advantage of leaving their homes in the morning, have five hours to transact their business in Dublin, and can return same evening to their homes; and if the entire of this line was in the hands of one company or the Government the Limerick public would have the same advantage as Nenagh. The first train from Limerick arrives in Dublin at 3.35 p.m.; the last that leaves Dublin for Limerick is at 1.0 p.m. From the present railway system, so far as Limerick is concerned, the several companies connected with Limerick seem to throw every obstacle in the way of the public and put them to every possible inconvenience, and it is no great wonder their receipts should be so low. The Waterford and Limerick Company paid no dividend for many years; the last was about one per cent. The Limerick and Foynes, Limerick and Ennis, and the Limerick, Castleconnell, and Killaloe have paid no dividend since opened. The Government should by all means purchase up all railways, but more particularly small and non-paying ones, as they are great obstacles to large and extensive undertakings by running their trains at such times as are most inconvenient to them.

2657. The detention at the Limerick junction has been only a very recent occurrence?—Yes.

2658. Within the last two or three months?—Yes.

2659. Has the traffic between Limerick and Dublin diminished in consequence of that delay?—I should certainly think so, because persons who would otherwise go to Dublin more frequently do not wish to remain for a space of two hours in one of the most unpleasant places imaginable—the Limerick junction.

2660. Is there a considerable class of persons in Limerick who would be likely to travel to Dublin if they could return on the same day?—A very great number.

2661. Both first, second, and third class passengers?—Certainly.

2662. Do you think there would be a large third-class traffic between Limerick and Dublin?—Yes, not of the labouring class, but certainly of the shop-keeping class or the trading class. They obtain their supplies both from Dublin and from Cork, and they cannot travel to either of those places third-class and return on the same day.

2663. Not from Limerick to Cork and back on the same day?—I think not. I know that to Dublin they cannot do so. We had very great hopes when the Great Southern and Western Company were permitted to extend their line from Roscrea to Limerick, and they promised at that time to give us great facilities, to have a continuation of their line to Dublin, and that would have given us the same facility which they formerly gave us when a train started at 6 o'clock from Limerick, leaving Dublin at 4 o'clock again, so that the Limerick people had time to transact their business in Dublin and return to Limerick.

2664. To what do you attribute the discontinuance of that train?—I cannot officially say, but the im-

pression made was lest it might create a contest in opposition from the Waterford Company, who were, of course, anxious to carry goods through their own junction and 20 miles of their line; but the new line is perfectly useless because there is no third-class train from Limerick to Dublin via Nenagh.

2665. It was not discontinued, was it, in consequence of not paying?—I think not; the experiment has not been tried.

2666. You stated that at one time there was an early train from Limerick to Dublin by which you could go and return to Limerick on the same day?—Yes, by the junction before the opening of the Nenagh line, and which was a very great convenience.

2667. (*Capt. Galton.*) Was that a third-class train?—Yes.

2668. It came back from Dublin at 4 o'clock?—Yes.

2669. Did they issue return tickets for third-class passengers?—No, they charged full fares for them.

2670. (*Mr. Ayrton.*) What class of persons travelled by that train?—The persons, I think, were cattle dealers, and even poor shopkeepers—country shopkeepers—persons not in very good circumstances, who went to Dublin and selected their articles and then came back again. By the present arrangements a shopkeeper in Ennis, which is the capital of the county of Clare, and a very important town, as a third-class passenger, requires, in order to give him one day in Dublin to transact his business, four days to accomplish his journey.

2671. (*Capt. Galton.*) How do you make that out?—In this way; a third-class passenger must leave Ennis at 3 o'clock in the afternoon, that is, by the third-class train from Ennis, and remain in Limerick, which is distant only 25 miles, all night, and then proceed by the morning train to Dublin, which arrives at 3.35.

2672. At what time does the morning train leave?—At half-past 7; there is no train from Clare.

2673. That train does not correspond at the junction with another train?—No; and it waits at the Limerick junction for the train from Cork, which leaves Cork at 8 o'clock. The passenger must come the night before to Limerick, there being no train from Clare, and the passenger is 24 hours on the road, the distance being 154 miles by this arrangement. It takes the same time to return, as to go from Ennis to Dublin, and transact one's business. In the old coach times the journey would have been accomplished in the same time.

2674. This of course very much limits the third-class traffic between the district you have referred to and Dublin?—It entirely precludes it.

2675. (*Mr. Ayrton.*) Is there no afternoon train from Limerick to Ennis?—Yes, but it goes at a most inconvenient hour. It leaves before the arrival of the other local trains.

2676. It leaves before the arrival of the Dublin train?—Yes; and a person coming from Cork to Limerick, and wishing to go to Ennis third-class, cannot get off at night.

2677. (*Capt. Galton.*) It is cheaper for them to travel second-class than to stay a night in Limerick?—I fancy it is; but that class of people will not travel second class. You cannot make them understand it, when there is not a third-class train going from their homes they remain until there is one.

2678. Every impediment seems to be thrown in the way of third-class travellers?—I think so.

2679. (*Chairman.*) Do you attribute that fact mainly to the number of the small railway companies, and the conflicting interests which exist?—Yes. Each of the six lines to which I have referred is very short, and they have local directories, and they certainly do not hit off well. They appear not to understand each other; and I have not the slightest doubt that if all those lines of railway were under one central management, the times of the trains could be so adapted to

the convenience of the public that it would induce a large amount of additional traffic.

2680. (*Mr. Glyn.*) Has the Great Southern and Western Company ever tried to buy up the small railways?—I believe that they sought to buy up the Limerick and Castleconnell line, or to lease it.

2681. Have they power under their existing Acts to do so?—I think not.

2682. Nor any power with regard to the other lines?—I think not. I think they came to Parliament last session to buy up the Limerick and Castleconnell line from Nenagh to Birdhill, but they lost their bill, and the Waterford Company got an Act, and the Limerick and Waterford Company has the haulage of all those lines. It is an impression certainly of my own that it is from hostility on the part of the Limerick and Waterford Company and the Great Southern and Western Company that there is any impediment placed in the way of the traffic. It seems very odd that the direct route from Dublin via Nenagh should be perfectly useless, and that there should be no through traffic carried on, and no third-class train upon it, running uninterruptedly to Dublin, for it was made expressly upon those conditions.

2683. Is there no obligation upon the company under their Act of Parliament to put on a third-class train?—I cannot say; they run a third-class train to Nenagh.

2684. (*Mr. Ayrton.*) You think that all this inconvenience arises from the Waterford and Limerick Company trying to force traffic over the line from Limerick to Tipperary, rather than let it go over the line from Limerick to Nenagh?—I do; that is the legitimate channel for it, that is the straight line.

2685. (*Chairman.*) Do you wish to state any facts as to passenger fares on any other lines besides those between Limerick and Dublin?—I can state in general terms that the railways about Limerick are not doing the work of the country; carriers are still numerous on all the roads where railways are. I must state that we have not much experience on the subject, it has not been tested. The public think, from what the traffic managers tell them, that things are as low as they can go to pay, and those who are inexperienced in railways take that as the state of circumstances, and they have not pressed the matter; but my own impression is that when one sees the traffic of our own country all going by road by a route running parallel with railways, that the cattle are driven long distances, having been bought in the west of Limerick and Clare, and going up through Dublin on to Meath, where they are fattened—it strikes me that that being our principal traffic, as we have not got any manufactories, the attention of railway directors ought to be called to the matter to see how they could manage to get that traffic on to their lines; they say that it will not pay them to carry them under a certain rate, but the railway waggons go empty, and there is no prospect of filling them, when, if they even tried the experiment of taking them at a very considerable reduction, such a reduction as would pay the breeder of the cattle to rear them, I think that it would pay the railway companies something. There is no buyer who will drive cattle long distances without knowing that it deteriorates them very much, and brings them into bad condition, and who would not be willing to pay a moderate price for their carriage.

2686. Have you calculated the matter, and quite satisfied yourself that cattle would be carried profitably by the railway companies?—No, I have not; but there is a gentleman coming from my district, Mr. Cooper, of Cooperhill, who is extensively engaged in the cattle trade, and farms a large quantity of land, who is prepared, as I have understood from him, to give evidence on the subject, and he is certainly a very high authority, being a very large buyer of cattle.

2687. (*Mr. Glyn.*) Do the few passenger trains

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which are run now, go tolerably full?—Indeed they do not, most of our trains are very empty indeed.

2688. Even without adding to their present expenses, with lower fares you think the traffic might be increased?—Decidedly; our smallest trains could carry many more passengers.

2689. (*Mr. Hamilton.*) If the fares were considerably reduced, do you think there would be a very large increase in the number of the third-class passengers?—I should anticipate such a result.

2690. (*Mr. Ayrton.*) From what do you think that increase would arise?—I think, with regard to the labouring classes, we have not many of those who would travel by a railway train, unless placed within the reach of their limited resources, but the small farmers and men going to market with their butter, corn, and other farm produce, would do so, who now drive their cars along the road carrying their butter to sell in the markets, and there are other persons who would go with their produce into a town and sell it, leaving their horse and car at home.

2691. (*Mr. Hamilton.*) Is it not the fact that the present high fares have compelled many persons to walk who would otherwise travel by the railway train?—There is no doubt of it, and in my own district. I am a shareholder in the Limerick and Foynes Railway; it has never paid one shilling dividend, and I do not expect that it ever will. The line runs parallel to the road leading to Askeaton and all that district; but the people never think of going by the railway, although the distance is very little more, if anything, than by the main road; the railway and the road are nearly parallel lines.

2692. (*Capt. Galton.*) I believe the fares are very low on that railway?—They have advanced them recently, but this is an instance of the effect—in April 1863 a considerable increase was made in the passenger charges of 10 or 12 per cent.; in the year previous to the change the number of passengers was 87,000, and in the year after the change the numbers fell to 63,000, showing a falling off of 24,000. So likewise there was a similar falling off in the traffic of the "Kelpy" steamer, working in connexion with the Foynes line, in which there was a similar raising of the fares, the falling off of passengers being from 15,000, making a receipt of 17,000*l.*, to 8,300, bringing 9,060*l.* That was the effect of increasing the rate.

2693. You reason from that, that if they lowered the rate they would get a still larger number of passengers?—Yes.

2694. Do many of the farmers of the agricultural community generally travel by railway within distances of 10 miles from Limerick to come to market?—No, they never think of doing so.

2695. Do they travel by railway within 15 miles of Limerick?—They very rarely do, I think, beyond the limit of 15 miles from Limerick; they do up to 15, but otherwise they employ their own horses and cars.

2696. If the fares were reduced would more persons travel by railway?—Yes; for I am certain that no farmer would take his horse and car into a town if he could avoid it, for he has to put his horse up at livery at very considerable cost, and, besides that, it takes his horse from the farm where it might be usefully employed.

2697. Are there no special passenger fares for market days?—Sometimes there are, but very rarely.

2698. Not as a regular rule?—No. One of the principal market towns on the Foynes railway is Rathkeale, which is a town of considerable importance; there are several fairs held there in a year, and the arrangement of the trains is such that a man can only get by any train half an hour to transact his business in the town, and then come back again.

2699. (*Mr. Ayrton.*) Do you know the precise nature of the passenger traffic in which the falling off took place?—Yes; it was in the general traffic from Clare. Persons pass over from Kilrush to the other side of the Shannon by a fast steamer and come to Foynes. Limerick was the supplying city for all the

small towns in Clare, and there is also a fashionable watering place called Kilkee on the coast of Clare.

2700. Was the falling off in the pleasure traffic or in the business traffic?—I cannot say, but I should say both. I know that there were a great number of persons who had their families down there, and who took lodgings in Kilkee to have the advantage of the cheap fares up and down the river; but when they found that the fares were advanced they went away to other watering places.

2701. That prevented a great number of persons from going backwards and forwards to that watering place?—Yes.

2702. Do you think that the falling off was chiefly in that class of persons, or in persons going to Limerick for business purposes?—I rather think it was in the former.

2703. (*Mr. Gower.*) I understand you to say that the shareholders have grounds for complaining of the management of their railways, and that if the rates were altered, and the trains differently arranged, they would receive larger profits than they do now?—That is really the feeling of the shareholders.

2704. Do they never remonstrate with the directors?—I have done so myself, and I have more than once heard other shareholders remonstrate with the directors at the half-yearly meetings; but our directors do not appear much to mind that. I was one of the promoters of the Foynes line at the original starting of it, and that was a line that was said to be required.

2705. In England, when shareholders are dissatisfied with their directors, they elect others. Has any attempt of that kind been made in Ireland?—The fact is that all our local lines have got into the hands of one party; a few persons who hold the shares and the few small shareholders who hold but a limited number of shares are powerless; the larger number of the shares are represented by one or two large holders of them, and they control the voting.

2706. But the interest of those shareholders is the same as that of the small shareholders?—Yes, it should be.

2707. (*Mr. Glyn.*) Are they satisfied with the present system of management?—They differ from me in opinion, and they do not reside locally. Our shares are principally held by one individual who does not live in Limerick and has no connexion with the place. I allude to Mr. Malcolmson.

2708. (*Mr. Ayrton.*) He has the greatest interest, has he not, in seeing that the railway is well managed?—Certainly.

2709. (*Mr. Gower.*) As to the third-class train from Limerick to Dublin, is it your opinion that if a later train was put on it would not be a loss to the company?—I think it would not; I think it would be a profit to them, as it would convey the passengers who arrive by the several local trains during the day. I think that there would be more persons travelling by it, and that it should be entirely a matter of discretion with the traffic manager, to put on a train that would catch the public traffic.

2710. Have you considered the effect it would have upon other trains by which there were no third-class fares, I mean second-class trains, in diminishing the number of the travellers?—I have not considered that very thoughtfully, but it strikes me that the class of persons who would go by a third-class train would not go by a second-class train; they abstain from going, and they probably make an arrangement with a neighbour from one particular village to go up and transact the business of three or four. I rather think that those persons would go up and do their business if the opportunity was placed within their reach.

2711. (*Capt. Galton.*) It has been stated by a witness that instead of people going to market towns themselves to sell their goods, or to buy fresh articles of consumption, it was the custom for hucksters to go through the country buying up the produce, and also selling small wares; is it the same in your part of Ireland?—Yes, it is.

2712. Do you think that that state of things would be altered if lower fares were charged?—I think so. I think that that is the impression on their minds, that the fares are high, and that they would not cover their expenses in addition to the price that they get at home, and that keeps them at home.

2713. Are eggs and butter sold in that way?—Yes.

2714. Would the produce of those persons who now sell them to hucksters be sufficient to make it worth their while to go to market and try to sell it if the fares were lower than they are?—Yes, I think so. On the line, about the Tipperary district, which is in the hands and management of the Limerick and Waterford Company, they encourage as much traffic as they can between Tipperary and the towns near Tipperary and Waterford. Persons going with their firkin, or perhaps two casks of butter, they give them a free pass to accompany it there, and the result is that a good deal of butter goes in that direction, and at moderate charges.

2715. In that case they charge for the firkin of butter, and not for the passenger?—Yes.

2716. Do you think that that creates much traffic?—It prevents this, that when these hucksters come to these people to buy, they will not deal with them; they go to the market themselves with their butter. In Limerick we complain of the absence of that accommodation; but probably it is not a question that should be considered when dealing with the question of the general management of the country. From those very points, Tipperary and nearer to Limerick than Tipperary, the charge upon butter is more than twice the price it is to Waterford, for the passenger has to pay his passage as well, so that the company that manages the other line gives a greater inducement to a person to send his butter in the direction of Waterford, and imposes a penalty upon the person sending it to Limerick.

2717. What is the object of that?—The fact is, that the chairman of the company is also the proprietor of the steamships going out of Waterford, and of course by getting the trade to Waterford the vessels earn freights which they would not earn if the trade came, and probably to a better market, in Limerick.

2718. You think that in order to drive the traffic into Waterford he actually allows the passengers to travel for nothing if they bring their firkins of butter with them?—Yes, he allows them to travel for nothing to Tipperary, which is nearer to Limerick than to Waterford.

2719. Is the butter sold in Tipperary?—Yes.

2720. To merchants?—Yes, and it is then sent to Waterford.

2721. Is it carried at a lower rate?—Yes, at a lower rate than to Limerick. I think the rate to Waterford is 9d.

2722. Would the same gentleman allow a person going a mile or two from Limerick to go to Tipperary for nothing?—Yes.

2723. Would he let him come into Limerick without paying the high charge?—No, and the consequence is, that in Limerick we feel that it is a very great grievance to our trade. We say that we have a shorter mileage, and we have a cheaper carriage by water, and if we could get an equivalent mileage rate, a certain portion of the trade nearer to Limerick would be done at Limerick instead of at Waterford.

2724. This kind of proceeding discourages trade from Limerick and favours it from Waterford?—Yes.

2725. (*Mr. Hamilton.*) You stated that you had a lower freight, to what place?—We have a cheaper freight from the Shannon by sea.

2726. As compared with Waterford?—Yes.

2727. How is that?—The general water carriage is cheaper.

2728. I understood you to mean that the sea freight was cheaper from Limerick than from Waterford?—No; the steamboat freight from Waterford is cheaper than the steamboat freight from Limerick, being on

the other side of the land; but the railway charge being added to the freight makes it higher.

2729. (*Capt. Galton.*) You say that the butter is allowed to be carried very cheaply to Tipperary?—Yes.

2730. It is, I suppose, as near from Tipperary to Cork as from Tipperary to Waterford?—I think not; at all events they must travel over the line of the Limerick and Waterford Company to get upon the line of the Great Southern and Western into Cork, so one check-mates the other.

2731. You say that the butter is sold to merchants in Tipperary?—Yes.

2732. Do these merchants forward it to Waterford?—Yes.

2733. If the merchants there could get a favourable rate from the Great Southern and Western Company they would probably not be induced to send it to Mr. Malcolmson's steamboats?—Probably so.

2734. (*Mr. Horsfall.*) To what extent do you think it would be necessary to reduce the rates both for passengers and goods in order to secure a traffic that would be remunerative to the shareholders?—I cannot venture to offer an opinion upon that. I am not sufficiently acquainted with the charges, or what would pay, to hazard an opinion.

2735. (*Chairman.*) Do you know what the fares were on the Limerick and Foynes line before they were raised?—The increase of the fares was between Limerick and Adare, from 1s. 8d. to 1s. 10d.

2736. For how many miles?—I think about seven miles, but I will see exactly by this time table.

2737. Was that the first-class fare?—I think so. Then the increase in the second-class fare was from 1s. 2d. to 1s. 4d.; and from 8d. to 11d. for the third class.

2738. Were those the lowest charges that were ever made?—I think so.

2739. Those were not low charges at any time, if the distance was only seven miles?—It is excessively difficult to get at the exact rate of carriage; we are under the impression that there are several rates made. I believe that the distance from Adare to Limerick is 11 miles.

2740. Is Adare on the line between Limerick and Foynes?—Yes.

2741. Can you give any evidence as to the goods traffic?—Very slightly; I have some knowledge of the management of some property in the neighbourhood, at Bruree, which is under my agency. I find that in that neighbourhood they are very much dissatisfied with the restricted price put upon turf as against coal.

2742. Do they complain that the coal traffic is encouraged at the expense of the turf?—Yes.

2743. Where is Bruree?—It is on the Cork and Limerick direct line. The hauling is done by the Great Southern and Western Company.

2744. From Cork?—Yes; it is between Charleville and Limerick.

2745. (*Capt. Galton.*) Where would the turf go from to that district to which you have just referred, Limerick or Cork?—To the Bruree district, not exactly from Limerick but from Kerry, from a bog called the "Rathmoor" bog on the Great Southern and Western line.

2746. Is coal carried more cheaply to that district than turf is?—Yes, it is.

2747. Can you state what are the relative rates?—Yes, I think I have got them here; a truck of coals from Cork to Bruree, containing five tons, is conveyed for 17s. 1d.

2748. How many miles?—41 miles. A truck of turf, or waggon, carries three tons; and the cost of conveying that from Rathmoor to Bruree is 1l. 7s. 9d., the distance being 49 miles.

2749. (*Chairman.*) Does it pass over the lines of different companies?—No, it is hawled by the same company, the Great Southern and Western.

2750. (*Mr. Hamilton.*) 1l. 7s. 9d. for carrying three tons 49 miles?—Yes.

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2751. (*Mr. Horsfall.*) Are there any manufactories at Bruree?—There is a very large flour mill there, indeed it is one of the largest in our part of the country.

2752. (*Mr. Glyn.*) Is it worked by steam power?—I do not know; I know that it is worked by water power. I was going to mention that this state of things is considerably felt by the tenants with whom I have to deal, and by the people generally, because it is one of the most extensive dairy districts in the vicinity of Limerick, and we find from practical experience that turf is much more suited for dairy purposes than coal is, it is much cleaner; and the advantages of it are that it does not soil either those who handle the butter, or the vessels which are used, and the people like it the more for that reason. Experience also shows us, and the people inquire very closely into these things, that it is cheaper; it is lighted immediately and it is extinguished immediately; and altogether there is no dairyman in the country who would not prefer working his dairy with turf in preference to coal.

2753. (*Chairman.*) In what way is it cheaper than coal; does not that depend upon a variety of circumstances, whether it is in the vicinity or far off?—Previously to the advance being made upon it, it had been used extensively in preference to coal, but since the advance has been put upon it its use has been discontinued.

2754. (*Mr. Ayrton.*) Is a low fire required for dairy purposes rather than a quick one?—I think so. The great thing is, that the girls do not dirty themselves, and there is much cleanliness required in making butter.

2755. (*Mr. Hamilton.*) Is the rate you have spoken of an exceptional rate, or is it about the ordinary rate per ton?—It is the ordinary rate.

2756. Have you calculated what it is per ton?—I have not.

2757. It is more than 2*d.* per ton per mile, and do you say that that is not an exceptional rate for the carriage of turf over Irish railways?—I am not aware that it is, it was lower some months since, probably some five or six months since; there was a large quantity of turf coming into Bruree; since that time it has been advanced, and a gentleman informs me by a letter I have received this morning, what I know to be the fact. He says, "The charge for a box of turf to Bruree had been 18*s.* 6*d.*, and "it is now 1*l.* 7*s.* 9*d.*; great complaints are made of "the want of fuel, and particularly among the dairy "farmers, who were in the habit of getting turf at "Bruree. You must know that the poor people must "feel it also."

2758. (*Chairman.*) Has there been a corresponding rise in the charge for the conveyance of coal?—No.

2759. Is it for the interest of the Great Southern and Western to carry coal rather than turf?—I do not know, indeed, but it is the interest of the steamboat proprietors to carry it, and there is a very large amount of steamboat influence exercised in the directory of this company, and it is the interest of the large steamboat proprietors to get freights for their ships, to the exclusion of our own fuel.

2760. (*Capt. Galton.*) The charge for the coal is a halfpenny per ton per mile, and the charge for turf is about 2*d.* and one-fifth per ton per mile; it used to be 1½*d.* per ton per mile?—Yes.

2761. (*Mr. Hamilton.*) Do you say that the increase in the rate for the carriage of turf is not exceptional, and that it is universal?—It is universal between those points which I have mentioned.

2762. You cannot speak as to other parts of the country?—No; I can only speak as to this particular locality.

2763. Do you attribute it to the circumstance of the railway company being interested in increasing the trade in coal?—I imagine so. I believe that the leading parties are largely connected with steam vessels running from all those ports, Waterford, Cork, and Dublin, and their interest is to bring as much

coal as they can into the country for the purpose of getting back freights.

2764. (*Mr. Ayrton.*) How many tons of turf do they load in a truck?—A waggon contains three tons of turf, and a waggon of coal contains five tons.

2765. Do you know whether the not being able to load up to the full weight in a truck has some effect upon the charge for haulage?—Yes, I should fancy it has, but it also ought to be considered that it is a less heavy article to haul and therefore that it runs lighter; if they are paid by weight it is easier for the engine to pull three tons of turf than to pull five tons of coal.

2766. (*Mr. Glyn.*) Are the directors of the Great Southern and Western Railway much engaged in steamboats?—I do not know, but I have said that I thought they were large shareholders; the public men in Dublin are almost all engaged in steam ship companies.

2767. (*Lord Donoughmore.*) Is not Mr. Pyke a very large steamboat owner in the port of Cork?—Yes, he is the principal owner of the line out of Cork.

2768. (*Mr. Hamilton.*) Is there no maximum charge in the Railway Acts beyond which the companies cannot raise the rates for goods traffic?—I am not aware at all.

2769. (*Chairman.*) Have you given much consideration to the question whether any great alteration could be introduced into the railway system in Ireland with advantage?—I have always considered that if we could have all our railways placed under one management the interests of particular towns and particular districts would not be interfered with from any interested motives, particularly as we are circumstanced on the west coast of Ireland; we have no directors there, the railways that run to Limerick are centred either in Waterford, Cork, or Dublin, and the eastern ports of shipment, and I think that those three directories vie with each other to see which port shall get the greatest loading for their steamers, and the port of Limerick does not get a fair mileage rate in consequence of that. As an instance, butter, per firkin, Bruree to Cork, 41½ miles, is 5*d.* per firkin, while from Bruree to Limerick, 19 miles, it is 9*d.*, being double the distance for half the price; that is, the charge to Limerick is fourfold in proportion to that to Cork. Again, timber from Cork to Bruree is charged 6*s.* 3*d.* per ton, while from Limerick to Bruree it is 4*s.* per ton. The proportionate charge, according to mileage, ought to be 2*s.* 10*d.* from Limerick.

2770. (*Lord Donoughmore.*) Is it not the fact that Sir David Roche was for many years a director of the Great Southern and Western Railway?—Yes.

2771. If he had any local interest it was in Limerick, was it not?—Yes, but he never shipped any produce from Limerick; he had a large flour mill in Limerick, but he never exported. I am glad that you referred to Sir David Roche, he has recently died, but his son, the present Sir David Roche, is now the owner of the very large mills there, and I am satisfied that there are very few men in the country who could give more information to this Commission as to the inconvenience which is suffered from the present state of things than the present Sir David Roche. I have known him complain very sadly with respect to his mills; he has one at Croome, and he does not use the railways at all; he keeps a stud of horses on the road, and he does not send a pound weight by the railways.

2772. (*Capt. Galton.*) On account of the high rates which are charged?—I suppose so.

2773. (*Chairman.*) What distance is it from Limerick to the mills you have spoken of?—I think the distance is about 12 miles.

2774. (*Capt. Galton.*) Is the railway communication in the hands of one company?—Yes; it is on the Cork and Limerick Direct line, and the haulage is done under the management of the Great Southern and Western Company.

2775. It appears by the map as if the traffic would run on the line of the Waterford and Limerick?—No, his produce would run into the Foynes line at Patrick's Well; there is a rental paid of 1,400*l.* a year by the Cork and Limerick direct line, and they run over it. He would have only to deal with the Great Southern and Western Company, who have the line; but he will be able to explain that to the Commission better than I can. I think that the Cork and Limerick directors have a voice in those rates, but the Great Southern and Western Company do the haulage for 40 or 45 per cent., and they have to consult the Cork and Limerick directors upon certain things. I know that Sir David Roche feels it very much. There is another miller in the same town. There are, also, very extensive flour mills belonging to Mr. Lyons, and he also keeps a stud of horses on the road, but he does not avail himself of the railway, though his mills are in the town of Croome, and close to the railway station.

2776. (*Chairman.*) Have you any definite scheme to submit to the Commission as to any alteration you would like to see introduced in the Irish system of railways?—My view is this: I should feel happy if the government of the country should take charge of the railways for some little time, and try the experiment whether one central management would do for them all. If the experiment was not successful, it could not be more unsuccessful than the present system.

2777. (*Capt. Galton.*) If it proved unsuccessful, how would you meet the loss that would accrue? by levying a rate upon the different towns in Ireland?—I should not do that at all. The towns in Ireland are now taxed for the support of the poor and other charges to their utmost ability, and could not endure more. I think the nation should be prepared to undertake any such contingency, but in my opinion it would be no loss incurred. I should say, try this experiment, for I think it is really of national importance, having regard to the development of the resources of the country. We have found that since the introduction of railroads, a great deal of good has been done, but not so much as I believe might be done; they have promoted good feeling among the people, and a better understanding with each other, by bringing them together; they travel more about the country, and more money is expended than there was before.

2778. (*Mr. Ayrton.*) But who is to bear the loss, if that is to be the result of the experiment?—I should think it ought to fall upon the country at large. I would extend it to this side of the Channel. Ireland's prosperity or adversity must affect the national interest; and as the people of England are the great consumers of our produce, they have a direct interest in removing the grievance we suffer under.

2779. You would extend the system of reducing fares upon railways to England?—Yes, if it required it—if the material improvement of the country were retarded by not doing it.

2780. (*Mr. Hamilton.*) If a loss was sustained by the experiment you have recommended, do you think the traffic would recover itself in a few years?—I do. I am entirely of that opinion. I cannot but believe, when there is a certain amount of population in Ireland, and a certain amount of produce from the soil, which is brought to this side of the Channel, and when I see that going by roads running parallel to railroads, that traffic ought to be got, and would be got, and when once the people would acquire a habit of railway travelling, they would be sure not to return to the old slow system.

2781. If the railway charges were lowered, you believe that there would be an increase in the produce?—Yes, for I believe that one of the things that prevents that increase is the expense of the transit. When produce is purchased, it is always subject to the charges of transportation; and the higher they are the less remunerative is the transaction to the farmer, and the less he is disposed to produce.

2782. (*Capt. Galton.*) What is the charge made for passengers, compared with what it was before the railways were opened, when they travelled by Bianconi's cars?—I do not know; but I know that when the first line ran out of Limerick from the Great Southern and Western, in 1848, the rate was only 8*s.* third-class to Dublin, and all the shares were at a premium, and they were able to declare large dividends, but since the increase in the charges those shares have gone down in price, and their dividends have diminished.

2783. Do you know what the fares used to be per mile by Bianconi's cars?—I do not.

2784. To Dublin, for instance?—I do not know.

2785. (*Chairman.*) Are there any other matters that you wish to submit to the Commission?—At the moment I cannot remember.

2786. You have mentioned the most important points within your knowledge?—I think so; but may add that there are cars running at the present time to certain points upon that line, and there is an immense traffic that is not taken by rail; from the Bruree district there is a four-horse car, and there are others running from Bruff, Kilmallock, and Killybeg to Limerick; and all people living between Bruff and Bruree, even some of those living in Bruree walk a distance of seven miles to get upon that car, because they only pay half fare. From Bruff to Limerick the charge is only 9*d.* for a distance of 12 miles.

2787. (*Mr. Ayrton.*) Is Bruff upon a railway?—No, it is seven miles from Bruree; but all those who live midway never go by the railway.

2788. What is the fare from Bruree?—I think it is 1*s.* 6*d.*; some of the people living about Bruree, which is seven miles off, walk to Bruff.

2789. (*Chairman.*) Is there a railway station at Bruree?—Yes; there is station in the town. I may quote an instance to the Commission to show how these cars are loaded. Last week a case came before the county sessions, and I happened to be on the bench at the time. A man was summoned for having 40 people on his car when he was licensed to carry only 24, and it was not the first offence. The man said that he could not help it; his evidence was that the people rushed upon the car, and that he was obliged to get the constabulary to assist him. He was only fined nominally 1*s.*, the bench believing that he was not courting trade. This offence is not unfrequent. Those four cars are allowed to carry 20 or 24 passengers each, and prove unequal for the traffic. It is reported other cars are to be put on the road.

2790. (*Mr. Ayrton.*) What was the fare by the car?—Ninepence for 12 miles. I refer to that case as affording evidence that if the railway fare were reduced to 9*d.*, I do not think anybody would travel on the outside of a car, exposed as they would be to the weather, if they could go by railway.

2791. (*Mr. Hamilton.*) Nor walk?—No.

2792. (*Chairman.*) Can you give any other instances of cars competing successfully with railways?—I believe there are other instances, but those I have given are the most familiar to me. I witnessed the other day a very curious thing; some people were coming from Kilmallock to the other side of the Shannon; there were about 70 emigrants going to Cork and Dublin, and coming from the west of Clare by Foynes; they arrived in the afternoon at Limerick, and those 70 persons had to remain in Limerick all night, there being no third-class train after that time to take them on to their place of embarkation. Some were going to Cork to embark by steamer for America, and others were going to Liverpool via Dublin. There was no means to convey them, and it was most pitiable to see those poor people disappointed in that way, being of course put to very great expense.

2793. (*Lord Donoughmore.*) Is it not the custom with railway companies in Ireland to give special rates for emigrants?—Not at present; they used to do so but they do not do so now, though they ought, and

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these are the reasons why I think, if there was one intelligent governing body sitting in Dublin, they would not let these things longer exist. I believe that the heavy expenses of separate management and separate establishment charges could be reduced to a considerable extent, which would be a set-off against any losses that might be incurred by the experiment.

The witness withdrew.

Dr.
M. Longfield.

Dr. MOUNTFORT LONGFIELD examined.

2794. (*Chairman.*) You are the chief judge of the Landed Estates Court in Ireland?—I am the senior judge.

2795. Have you given much attention to Irish railways?—I have.

2796. Have you formed any opinion as to the effect of the rates now charged upon those railways both for passengers and goods?—I think that we should have more passengers and more goods if the rates were reduced; but I think that we could not reduce the rates without diminishing our profits very much; I say our profits, because I have been for nearly 20 years a director of the chief railway in Ireland.

2797. You are a director of the Great Southern and Western Railway?—Yes.

2798. You are of opinion that it would not be safe for the directors to make any large reduction in the rates, either for passengers or goods?—I am. I think there would be a considerable diminution in our profits for several years at least; in the meantime many of the existing shareholders being deprived of their dividends must sell out and perhaps be ruined.

2799. Upon what grounds do you rest the opinion that there would ultimately be a large increase in the traffic?—Upon this, that there is a natural desire to travel, and there is a great deal of utility in it, and that would be felt more and more, and of course the effect of a reduction of the charge made for a very useful privilege, or upon any commodity, would increase the number of passengers and the consumption of the commodity.

2800. Has your company ever tried the effect of making low charges upon any portion of their line?—At one time we tried the effect of having fourpenny parcel rates, and it did not answer; perhaps it was not tried long enough.

2801. (*Capt. Galton.*) Will you be good enough to explain that?—I mean that it did not pay.

2802. Not the cost?—More than that; but it did not pay enough.

2803. (*Chairman.*) It paid better at the old rates than the reduced ones?—Yes.

2804. (*Capt. Galton.*) How long was it tried?—For about eight months.

2805. (*Chairman.*) Was there any considerable increase in the parcels traffic?—Not enough to justify its continuance.

2806. (*Mr. Gower.*) What was the reduction made from?—It varied; it was from 8d. and 1s. to 4d.

2807. (*Chairman.*) Was there any perceptible increase in the number of parcels sent?—Indeed we thought not. I think it is probable that the reduction was not well known. I was not satisfied that it had had a perfectly fair trial.

2808. Have any other experiments been tried upon other descriptions of traffic on that line?—I do not think there has been any experiment made; we are rather afraid of experiments.

2809. Do you think there would be a considerable increase in the passenger traffic if the fares were considerably reduced?—Yes; but not of course so much as in England, for the working classes are not so rich, and time is therefore not so valuable; they are not so well able to pay. Then the agricultural traffic does not admit of the same increase that the commercial traffic does; for instance, a fat beast has only one occasion in its lifetime to travel to town, and that is to be killed and sold.

I know that if I were to put myself in the position of the proprietors of all those lines of railway, or if I had anything to do with them in the way of management, I would have but one governing staff, only one establishment, because I am certain that that would work more harmoniously, and certainly more economically than several.

2810. (*Capt. Galton.*) Is it not the case that cattle are sent from one part of Ireland to another to be fed?—They are first bought by the graziers, who fatten them, from the people who breed them.

2811. Is there no opportunity of sending them by railway to the place where they are to be fattened?—Yes, there is some opportunity to send them, not very much.

2812. Is there a very large cattle traffic on the Great Southern and Western Railway?—There is a considerable traffic, but it has become diminished of late years with the reduction in the quantity of cattle in the country.

2813. (*Chairman.*) Is it chiefly fat or store cattle?—On the Great Southern and Western line it is chiefly fat cattle; there is a great number of store cattle driven along the roads, and some people attribute that to the high rates charged upon railways, but the reason, in my opinion, is that driving is more convenient, and for another reason, which is this, that the people who drive them sell them along the way to their customers, merely taking them from town to town.

2814. (*Lord Donoughmore.*) Supposing a Midland grazier buys a couple of store cattle in the fair at Ballinasloe, would it not be natural to get those cattle carried by railway at a reasonable rate so as to convey them to Meath sooner than by driving them along the road?—I think it is probable that if the charge for the carriage was very cheap he would do so.

2815. Do you think that a rate that would tempt a grazier to send his store cattle by railway would be so low as to be unremunerative to the railway company?—It would remunerate us, but not so much as the present rates, at least it would be doubtful, and people do not like trying experiments when the dividends are rather low.

2816. (*Capt. Galton.*) Your dividend is reduced from what it was, is it not?—Yes.

2817. To what do you attribute that?—To the bad harvests in the country, which have diminished the wealth and the population in the country to a great extent.

2818. (*Mr. Ayrton.*) Have you made any inquiries as to the quantity of store cattle driven along the roads and the quantity of cattle carried by railway with a view to ascertain whether there is really a diminution in the quantity carried on account of the excessive amount of the charge made?—Inquiries have been made, although not in a very official way; but inquiries have been made about the exportation of cattle from Ireland and the importation into England, and I have been informed that it has become reduced in about the same proportion as the number of the cattle that we have carried, showing that there has been a general decrease and that it is not confined to our railway.

2819. Apart from that, have you made any inquiries as to the cost of driving cattle as compared with carrying them by railway, which leads you to believe that you do not get all the traffic you ought to do on the railway?—No; but I am sure that the traffic would increase if we diminished the rate, although I cannot say in what proportion.

2820. (*Chairman.*) Does your board ever take into consideration any proposals which hold out a prospect of any increase of traffic of any description, minerals or otherwise?—Yes; if any person makes a sug-

gestion, that suggestion is taken into consideration, and we act accordingly.

2821. Have any proposals ever been made to your board which, after consideration, you have thought it advisable to decline?—A good many. We generally do decline them, for they are frequently made very recklessly by persons who promise a very large increase of traffic, and then when we come to inquire into it we find these persons have been consulting their own interests very much, and that there is nothing to countenance the idea that an increase of traffic will arise.

2822. Has there been any material increase upon any description of traffic within the last few years?—I do not think there has been.

2823. You do not think that any reduction in the rates charged could be made with profit to the railway companies?—I think with ultimate profit it could be, but not immediately.

2824. Upon what articles chiefly do you anticipate that a large reduction of the rates would ultimately bring an increased return to the railway companies?—I hope it would in coal, and probably in minerals. I think that the people would gradually find out the advantages to be gained by travelling and by the transmission of goods by railways; and (although we do not anticipate it beforehand), I think a great deal would arise from unexpected quarters.

2825. We have been informed that there are some mines in Tipperary, which I believe have been under consideration?—Yes.

2826. (*Lord Donoughmore.*) It is in evidence that there are mines in the county of Tipperary, the Adare mines, situated not very far from the Birdhill station, about six or seven miles from Birdhill, and that a railway should be connected with those mines, and it has been stated that the rates of carriage are so high as practically to prohibit the export of all the poorer descriptions of the ores. Have any complaints been addressed to you upon that subject?—I do not remember any, but I am sure that if the proprietor would show that he would supply us with sufficient traffic to return us a profit we should be glad to carry it.

2827. Would you be inclined to open a special station or make a special siding for him if he could show you that he could supply you with a certain number of hundred tons per week?—Certainly I should be in favour of it, and the entire board, I think, would willingly listen to it or to anything that we should not lose by.

2828. The witness stated that practically the rich ores are sent by cart from the mines to Birdhill, where they are placed on the line of the Castleconnell and Limerick Railway, and sent by Waterford to England, but he stated that if the Great Southern and Western Company would give him full facilities it would pay him better to send them by that line and from Dublin to England. Is it possible, do you think, for your board to tempt that gentleman to send his ores by Dublin instead of Waterford?—Until I know what he expects I could not say; but for the sake of getting traffic I am sure that the board would do everything that was reasonable, and that they would reduce their profit as low as possible.

2829. (*Mr. Glyn.*) If the proprietor was ready to send you a given quantity, you would reduce the rate now charged to a lower rate?—Yes, if he sent us full train loads.

2830. You would reduce the rates to him?—Yes.

2831. (*Mr. Ayrton.*) Has this subject ever been under the consideration of your board?—I do not remember the subject of the mines ever coming before the board, but the subject of reduced rates on particular occasions is discussed almost every board day.

2832. (*Chairman.*) But you have scarcely ever decided upon making any experiments?—Very seldom.

2833. (*Mr. Ayrton.*) I understand that when these suggestions are made you direct special inquiries

into the supposed sources of increased traffic, and you are guided by the result?—Yes.

2834. (*Mr. Glyn.*) I believe that some years ago, when Mr. Thomas Smith was one of the directors of the Great Southern and Western, he advocated very strongly a reduction of fares, founded upon his experience in England?—He never attended the board except upon a few occasions. I do not think that he attended twelve board meetings in his life.

2835. Did he not advocate a reduction of the rates?—I think he did several years ago, and another English director, who is now deceased, Mr. Boothby, opposed it.

2836. The subject has been very much discussed, has it?—Constantly.

2837. (*Chairman.*) Do you know whether a train to carry third-class passengers from Limerick to Dublin by Nenagh has ever been under the consideration of your board?—Yes.

2838. We have been informed that there is no train at present?—There must be a third-class train. According to the Act of Parliament we are obliged to carry passengers at a penny a mile once a day.

2839. I believe there is a third-class train from Dublin to Nenagh, but none between Nenagh and Limerick?—There must be; the company can be compelled to provide it. It is not our line, but the railway company can be compelled to run a third-class train from Limerick to Nenagh.

2840. Have you any power over the line from Nenagh to Limerick?—Yes.

2841. Have you running powers from Nenagh into Limerick?—Yes, I think so.

2842. (*Mr. Glyn.*) It has been stated that there is no possibility for a first-class passenger to get from Limerick to Dublin and back again conveniently in the same day; is that so?—I cannot say; but looking at the time table I think it is not improbable, and I think it is likely they would not much care for the privilege, for there is some little disadvantage in consequence of it, for in going from Limerick to Dublin they have to pass over two lines of railway not belonging to the same company, and which are not always working harmoniously.

2843. (*Mr. Ayrton.*) Are they at present in harmony, or is there much discord between them?—Not so much harmony as I should wish.

2844. Have you any joint committee to manage the traffic that is required to be worked through?—No.

2845. (*Lord Donoughmore.*) Was there not some time ago a proposition made on the part of your board of directors to amalgamate with the Waterford and Limerick Railway Company?—Yes.

2846. And that proposition was refused by the directors of the Waterford and Limerick line?—By the shareholders. I do not know whether the directors were favourable to it or not, but it was refused.

2847. Do you believe it would be a great advantage to the public if those two railway companies could be amalgamated?—Certainly.

2848. Would it facilitate the traffic arrangements all through that country?—Yes.

2849. (*Chairman.*) You could not offer terms to the Waterford and Limerick Company that they would accept?—No; and with regard to the terms that were then rejected, I thought they were a great deal too high, and I opposed them.

2850. (*Mr. Gower.*) The negotiation failed as to the terms?—Yes. We offered what I considered were too high terms, and they thought that they would be better by standing out for a time.

2851. (*Lord Donoughmore.*) Have the earnings of the Waterford and Limerick Company, since that offer was made and declined, been at all equal to the terms offered by the Great Southern and Western Company?—No; neither since that time nor before it, but whenever a negotiation is pending the public necessarily know it, and that raises the price of the line that is to be bought, and then the shareholders think that that rise in price is part of the intrinsic

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value of the line, and they insist upon something more, and all these things cause delay.

2852. (*Mr. Ayrton.*) Have you ever been able to form any definite idea as to the percentage of reduction necessary to produce an increase of traffic, and the probable number of years that would be required to bring back the income to its present state on the Irish railways?—I think that everything of that kind must be merely vague conjecture. I think that every reduction of rates will produce some increase of traffic, and the greater the increase the longer the period that must elapse before it has its full effect upon the country.

2853. Have you considered the question sufficiently to be able to reduce the general proposition to any practical figures?—I should not venture to do so, it is entirely a matter of conjecture. A sanguine man will say that it will take place in four years, and another man will say it will take ten years, and another that it will never take place.

2854. Have you considered the matter sufficiently in detail to be able to suggest any particular item of traffic that would be capable of great development and increase consequent upon a reduction of the rates?—I think that corn and coal and third-class passengers would be the chief; but I think that a great many others would arise unexpectedly.

2855. With regard to coal, do you think that traffic in coal would arise from displacing the consumption of turf, or from increased consumption by manufactories, or for domestic purposes?—From all three causes. A great many persons would burn coal instead of turf, and a great many lines which are now inadequately worked would have greater returns from the increased consumption of fuel, and it also might assist in promoting the manufactures of the country.

2856. With regard to corn, in what way do you think that an increase in the quantity of corn carried would take place?—I think it is probable that there would be a great deal of corn sent backwards and forwards, according to the state of the local markets, if it was carried with sufficient cheapness.

2857. Apart from the movement of the existing quantity, it seems, from your experience in the cattle trade, that we should have to look entirely for an increased production in corn to agriculture?—I think not. I think that circumstances would enable corn to be more readily transported from place to place, but less for some time than in the case of cattle.

2858. With regard to the unexpected sources of traffic, to what sources do you refer, to minerals?—When I say unexpected, I can hardly venture to say what they would be; but I think that special trades will arise in the country, and that the people will find that such things as eggs may become a great article of traffic, and perhaps poultry, and a number of other things.

2859. With regard to third-class passengers, do you think that a new class of passengers could be set in motion, or that the existing passengers would travel more frequently?—I believe that both things would happen. I think that the people would more readily go in search of employment, and that they would go for lighter motives when they found that the fare was much reduced.

2860. Is there much tendency in Ireland to move about in search of employment, or are the people very constant to their particular locality?—They go great distances in search of employment.

2861. Have you formed any opinion as to the percentage of reduction that would be necessary to promote a great increase in the third-class passenger traffic?—I think that reducing it to a halfpenny a mile would produce a great increase; that would be 50 per cent., and of course by reducing it further we should get more.

2862. At the present time do the tradesmen and shopkeepers and small farmers all travel third-class in Ireland?—Most of them do.

2863. Do the peasantry travel third-class, and mechanics, or do they walk?—The peasantry do not

travel very much at all; they walk, except just for emigration purposes, when they have some luggage to carry.

2864. Do you think that at a halfpenny a mile they would be induced to travel by railway rather than walk?—A great many more would, of course.

2865. (*Capt. Galton.*) Have you tried to develop any third-class traffic in the vicinity of the markets by issuing return tickets at low fares, as upon our English railways?—No; but it has been spoken of, and probably it will be carried out before long; but we have not done it hitherto.

2866. Have you made no attempt to develop third-class traffic in that way?—No.

2867. Or in any other way?—No.

2868. (*Mr. Hamilton.*) Why have you not?—Of course, because it was not likely to be conducive to the interests of the company.

2869. (*Mr. Gower.*) You have stated that the directors are afraid to make experiments; are they more timid, do you think, than they need be, or, in other words, if they were less timid do you think it would be for the advantage of the railway companies?—In some cases they are not so timid as in others; I think they might make a few experiments with safety.

2870. (*Chairman.*) You cannot say that the directors ought to make experiments on a large scale?—No, I think they ought not.

2871. You are satisfied that ultimately there would be no loss?—Yes; and in the meantime there would be no loss at all proportioned to the gain that there would be to the public.

2872. Have you considered how the experiment is to be tried?—Yes, and the only way of trying it that I think is safe, would be to give the Government the power to nominate an official director on any line of railway that they thought proper; that official director to have full power of consulting the books and voting upon everything in the same manner as other directors, requiring information from the officers, and so forth. I would then let that official director make any experiments that he liked, guaranteeing the company against loss arising from the experiment so made, and receiving half of the gain in case there should be gain from it.

2873. Where is the guarantee to come from?—From the taxes of the country; I can see no other source but that.

2874. (*Capt. Galton.*) With regard to these experiments, you say that you should object to making experiments on a large scale?—Yes.

2875. Would not the experiment of issuing tickets at low fares on market days be a pure gain to the railway company?—Yes, if they got enough to exceed the working expenses, which are about 2s. 8d. a mile.

2876. You have certain trains which run between certain places?—Yes.

2877. And it would be only adding a certain number of additional carriages to those trains; could not more carriages be put on?—Unless we reduced our fares there would be no use in doing that, there are always carriages enough.

2878. If you issued return tickets on market days, in order to develop a traffic, would not that be an experiment that would cost nothing, comparatively?—It would not cost very much.

2879. That experiment, which would have a tendency to develop traffic, might be made without calling on the country to pay any loss that might arise?—It is not quite so simple as it appears to be, because it is to be remembered that it is very probable, in most cases, the hours of our trains would not suit the market purposes; and in order to make them useful, we should have to run them specially.

2880. (*Chairman.*) You think that you could not adapt many of your present trains to that purpose?—Very few of them, unless by accident in some particular case.

2881. (*Capt. Galton.*) The experiment in that particular case might be tried?—Yes.

2882. (*Mr. Hamilton.*) You are aware that in England it is regarded almost as a duty on the part of railway companies to provide facilities for moving about on market days, whether they yield a profit or not?—I do not know that they do anything from a sense of duty that does not lead to a profit.

2883. On market days you will find that some distances are travelled over at very much lower fares than on ordinary days?—If they do that in fact, the profit to the railway and the utility to the public, in such cases, nearly go together; but unless there is a profit you do not do much good to the public. I will mention a circumstance to show how erroneous the idea is that an increase of traffic might produce an increase of the expenses; any book on the statistics of railways will show that the traffic varies between 20*l.* a mile and 75*l.* a mile; some railways have as little traffic as 20*l.*, and others as much as 75*l.*; but you will find that the proportion of the working expenses is about the same in both.

2884. (*Mr. Ayrton.*) What is your view with regard to repaying any loss that might be occasioned by the Government director reducing the rates? Is that to be repaid out of the increased income over and above that at which he found it when he made the reduction?—Certainly, in the first instance, and if that did not pay it, then the nation should pay it if they required a compulsory reduction to be made.

2885. Do you say that whenever the income of the railway went beyond the point at which he had commenced the reduction, then that the surplus income should be appropriated to making good any loss the country might have incurred by the reduction?—I see no objection to that.

2886. (*Capt. Galton.*) If all the loss was to be made good to the railway company, would not that be rather taking away from the directors an inducement to work very economically?—I think not, especially if the company got half the gain and the other half only went to the nation.

2887. (*Chairman.*) By your plan the special director could insist upon any reduction being tried that he thought proper?—Yes, and upon any increase in the number of trains, or anything that he thought would be convenient to the public.

2888. (*Mr. Ayrton.*) You would take as a basis the contracts which exist between the Indian Government and the railway proprietors, only taking the dividends at the present amount rather than five per cent.?—Yes, nearly so. I do not understand that the Government has had the complete power over the Indian railways that I would give the official directors over the Irish railways.

2889. (*Chairman.*) If your scheme was tried, is it important in your opinion that some of the smaller lines should be amalgamated with the larger companies?—I think it is; to have a complete network there should be amalgamation, but substantially they would be amalgamated if they had an official director on each railway; he would be supreme on all points.

2890. (*Mr. Ayrton.*) If your system is carried out on one of the larger lines—your own, for instance—that would be a sufficient experiment to test the full value of it?—I think it would. I think that some lines should be selected that would obviously afford a fair experiment. A short suburban line would not do so, for by reducing the fares there you can increase the traffic indefinitely.

2891. (*Mr. Glyn.*) All the lines ought to be worked under the same system?—Yes, to have it well carried out.

2892. (*Lord Donoughmore.*) Would there not be this difficulty, supposing that the Government took into their hands the management of one of the larger lines in Ireland, or placed it under the management of an official director, guaranteeing the shareholders of the company against loss, that if that line competed with the line of another independent company at any point, it would in fact be Government capital com-

peting in the market against private capital?—Yes, that objection is apparent, and, of course, that fact should be before the official director when he was reducing the fares; and he should either take a great network of railways into his consideration, or take care that in making the reduction he did not compete improperly with a rival line.

2893. (*Chairman.*) Is there any part of the Irish system on which you think the experiment could be tried without much clashing with the interests of other companies?—If you take the great buff line on the map, with the exception of the line from Athlone to Tullamore, there would be no clashing with any rival line.

2894. (*Mr. Ayrton.*) You are speaking of the lines as they now are?—Yes.

2895. (*Chairman.*) Is it necessary, do you think, for the Limerick and Waterford line to be included in the scheme?—Yes, I think it ought to be.

2896. Is there a line for which an Act has been obtained between Wexford and Waterford?—I am not aware of such a line.

2897. If there was a communication between Waterford and Wexford it would be almost necessary, would it not, to include the Wicklow and Wexford line in the scheme?—If new lines were made it might be necessary to enlarge the scheme, but under the scheme they would have an opportunity to make the trial very fully before any new line came into operation.

2898. You would leave out the section between Tullamore and Athlone?—Yes; I think it is necessary to do so, and it would obviously be no inconvenience to the inhabitants, because they have the other way of going to Dublin, and going very well, a little shorter.

2899. (*Mr. Hamilton.*) Have you through booking rates with all the railway companies?—We have through booking rates with the Limerick and Waterford Company. I am not aware that there is an opportunity of having through booking rates with any other company.

2900. Not in the north of Ireland?—No, I do not think we have.

2901. Have you through booking rates with any of the railways in this country?—I believe we have for excursion trains, but there is very little of it.

2902. Not for general traffic?—For goods we have.

2903. Not for passengers?—I am not aware that we have, except for excursions.

2904. (*Capt. Galton.*) Do you run any excursion trains?—Yes, occasionally.

2905. How many in a year?—I cannot tell you, but not very many.

2906. Do they fill well?—Whenever we run them they do fill well, but I am not very favourable to them, because I think they interfere with the general traffic. I would rather have all the trains cheap than run occasional trains excessively cheap.

2907. You do not seem to run all the trains at low fares?—No; but if any reduction were made I would rather give every one the benefit of it than have those crowded excursion trains, which are a little dangerous and interfere with the regular working of the lines.

2908. Do you charge lower fares to reapers coming to England at a certain time of the year?—I do not think we do; the reapers are almost all from the west.

2909. (*Mr. Hamilton.*) With regard to through tickets, take Killarney for instance, according to your system, could a person, being in London, take a through ticket to Killarney?—Yes.

2910. By which route?—If he took a through ticket from London he would go to Holyhead by the London and North-western line, and then cross over to Dublin, and then go by the line which you see on that map, through Templemore, Thurles, and Mallow, and then branch off to Killarney.

2911. Supposing he wanted to go by South Wales, could he not get a through ticket in that way?—Not from us.

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2912. (*Capt. Galton.*) You do not issue through tickets by the South Wales line?—No, I do not think so. We were never asked to do so. We should not object, but they are not worth giving; the traffic would be very trifling.
2913. (*Mr. Hamilton.*) It has been stated to the Commissioners that an application has been made to the company and that it has been declined?—I was not present when it was made. I have no objection to it, but I should imagine that the traffic would be very slight.
2914. (*Mr. Ayrton.*) Has it come under your notice that the traffic from Tipperary to Waterford, and from Tipperary to Limerick, is regulated by other considerations than those of the distance?—Yes; it is very well known that the most influential proprietor in the Waterford and Limerick Company has a very considerable interest in the port of Waterford, and that he does his best to develop the traffic to Waterford.
2915. Has that been a source of embarrassment to your company in making traffic arrangements to go from one line on to the other?—That has been our opinion, but whether just or not I cannot say.
2916. (*Chairman.*) Your line has no communication with the deep water at Dublin?—None.
2917. Do you think it would have a tendency materially to increase the traffic upon your line if it communicated with the water at Dublin?—I know that that opinion is entertained by some, but there are many who do not entertain it. I do not think that the traffic would be materially increased.
2918. I believe you consider that the coal traffic is one which is capable of great increase?—Yes.
2919. Would not communication with the water materially increase the facilities for conducting the coal traffic?—I think it would; as to passengers I think it would have not much effect; a man pays 1s. and he gets to the Kingstown station, and for another 1s. he gets to the packet.
2920. (*Capt. Galton.*) Still he has to go across in a car?—Yes, he has.
2921. Is not every change of that sort an inconvenience?—It is so slight in comparison to the whole journey that one can hardly think it would seriously affect the traffic; for instance, if a man was going from Mallow to London I do not think it would matter if he travelled upon a car three quarters of a mile.
2922. (*Chairman.*) Is your coal traffic chiefly from Cork or from Dublin?—From Dublin. There is not

much from Cork. I think we forward it to Mallow, but we find it very insignificant.

2923. (*Capt. Galton.*) Do your rails run down to a wharf at Cork?—They run down to what was intended to be a dock, but that has rather failed.

2924. Has the coal to be carted both at Cork and in Dublin?—No, the coals can be brought up very close to our line at Cork.

2925. Can they be lifted from the ships into your trucks?—No, they are landed into a yard which is quite close to the trucks. I think Mr. Pyke has a coal yard quite close to us.

2926. (*Chairman.*) The coal traffic is not of very great importance, is it?—No.

2927. (*Mr. Glyn.*) In Dublin they are carted?—Yes, for a considerable distance, at a cost, I should think, of about 2s. a ton.

2928. (*Capt. Galton.*) Have you ever been asked to give low rates for coals?—It has been suggested, and we have frequently had the matter under consideration, but we have never reduced the rates materially. The rate is now about a penny a ton per mile.

2929. Twice as much as it is in England?—Yes.

2930. (*Mr. Glyn.*) If you dealt largely in the coal trade must you not carry the railway down to the water side?—I think that to have a large coal trade there should be such a connexion in Dublin, for 2s. a ton is a great impediment.

2931. (*Chairman.*) Does that include everything, all the charges between the ship and the railway?—Yes.

2932. Do you wish to state anything further with regard to the official director?—No; I do not think any further explanation is necessary. I had been writing on the subject, and I handed the paper to a gentleman, but I have not seen it since.

2933. (*Mr. Ayrton.*) Does the penny a ton include the trucks?—Yes.

2934. Does it include all the terminal charges?—Yes.

2935. (*Chairman.*) Are you prepared to put in the paper you have written as part of your evidence?—I do not think the paper is evidence, for it was rather intended to form the basis of a pamphlet.

2936. Have you any objection to its being put into the Appendix?—No. (*The same was handed in, vide Appendix F.*)

The witness withdrew.

Adjourned to Friday next at 12 o'clock.

Friday, 19th May 1865.

PRESENT:

THE RIGHT HON. THE EARL OF DONOUGHMORE.
THE HON. E. F. LEVESON GOWER, M.P.
SIR ROWLAND HILL, K.C.B., F.R.S.
T. B. HORSFALL, Esq., M.P.
ROBERT DALGLISH, Esq., M.P.

GEO. CARR GLYN, Esq., M.P.
A. S. AYRTON, Esq., M.P.
CAPT. DOUGLAS GALTON, R.E., F.R.S.
WILLIAM POLE, Esq., F.R.S., *Secretary.*

HIS GRACE THE DUKE OF DEVONSHIRE, K.G., F.R.S., CHAIRMAN.

THE RIGHT HONOURABLE THE EARL OF LUCAN examined.

The Right Hon. the Earl of Lucan.
19th May 1865.

2937. (*Chairman.*) Your lordship is chairman of the Great Northern and Western Railway Company of Ireland?—I am, and I have been so since the formation of the company.

2938. Will you be so good as to state where that railway runs from?—It runs from Athlone to Castlebar; the line is constructing from Castlebar to Westport, and we have an Act to extend from Castlebar to Ballina.

2939. (*Mr. Glyn.*) When opened the total length will be 106 miles, will it not?—Yes, of which 72 are open.

2940. (*Chairman.*) Are you of opinion that Ireland has not derived any great advantage from railways up to the present time?—I think that the material interests of Ireland have not benefited to the extent to which they ought to have done.

2941. Are you of opinion that under a different system of management those material interests would have been more largely benefited?—Undoubtedly. I have devoted myself to the construction of the line from Athlone under the conviction that nothing ought to benefit Ireland so much as railways. I consider that the reason why the railways have conferred so

little benefit upon Ireland is that the companies are too poor to work the traffic at prices which would encourage the people to make use of the railways.

2942. (*Mr. Glyn.*) The receipts are so small?—The receipts are very small. In the case of our own company I am firmly of opinion that, if we could afford to have a smaller dividend for the next four or five years, by lowering our fares considerably, not less than 50 per cent., at the end of five years we should pay a larger dividend than at present.

2943. Are you carrying on your railway now nearly at the maximum rates?—Yes; the fares are very much the same as the fares which exist in England. For first-class passengers we charge per mile $2\frac{1}{6}d.$; the second-class is $1\frac{1}{6}d.$; and the third-class fare is $1d.$

2944. (*Mr. Horsfall.*) What dividend does that line pay at present?—We have paid from the time of opening to Castlebar up to last January three per cent. In January we paid $2\frac{1}{2}$ per cent.

2945. (*Capt. Galton.*) Do you run many passenger trains per day between Athlone and Castlebar?—We run very few trains. From Athlone to Castlereagh there are daily, excepting on Sundays, a passenger train, a night mail, and a goods train; from Castlereagh to Castlebar there are only a passenger train and a goods train daily, but our goods trains carry passengers in carriages attached for that purpose.

2946. Then no one could go from Athlone or Roscommon to Castlebar and return the same day?—No.

2947. Then that is a passenger train?—It carries passengers, but is very slow and very irregular.

2948. (*Mr. Glyn.*) Do you charge the same rate for the passengers who go by the luggage train?—Yes.

2949. Then there are no low fares to that particular train?—No. Our line is worked by the Midland Company under a ten years' agreement, and they put on what trains we desire, at a cost of $1s. 6\frac{3}{4}d.$ per mile between Athlone and Castlereagh, and $2s.$ per mile from Castlereagh to Castlebar.

2950. (*Mr. Glyn.*) You taking all the receipts?—No; they take the receipts and pay us the balance. We work the line at about 40 per cent.

2951. Is the accommodation in respect of the facility of getting from one place to the other very much better than it was before the railway was opened?—Certainly, I do not mean to say that the railway has not been a great convenience.

2952. (*Capt. Galton.*) If no one can go and come back in the same day from Athlone and Castlereagh or Castlebar, is that a development of the traffic which is sufficient to induce a large traffic?—No, I do not think it is; I think it is insufficient. It is certainly insufficient between Castlereagh and Castlebar.

2953. (*Mr. Glyn.*) Have you the power of calling upon the Midland Railway Company to put on more trains?—Yes, they are very glad to put on as many as we like.

2954. Under the terms of your arrangement?—Under the terms of our arrangement they must provide us with any number of trains we ask for.

2955. (*Chairman.*) Has your board ever considered the propriety of trying the experiment of running trains at cheap fares?—If our line were completed, no doubt we could afford to do so, but we could not at the present time, and for this reason, we have the greatest possible difficulty in floating even our preference shares, and it is manifest that unless the ordinary capital is paying a dividend, the preference shares will not float, and are valueless; and it is upon them that we must rely for completing our extension to Westport and Ballina.

2956. (*Capt. Galton.*) Do you think it will not be possible to try the experiment of reducing the fares on a certain class of traffic in the first instance; for example, carrying your third-class passengers cheaper, or coals. If you carried one particular commodity at a time at a low rate would that create a great loss?—A greater loss than it would be prudent for us to incur under present circumstances. At present our trucks travel at $6d.$ per mile for the first 50 miles, at $5d.$ per

mile for the next 25 miles, and $4\frac{1}{2}d.$ per mile the remaining distance; the cost of a cattle truck between Castlebar and Dublin is $60s.$, which is very much too high.

2957. That you pay to the Midland Company?—No, this is the charge to the public.

2958. Who finds the trucks?—The Midland Company find everything, work the traffic, and maintain the line.

2959. You fix the charges?—We fix the rates and the fares.

2960. You fix your goods rates, do you not, at so much per ton, or is it so much per truck?—Sometimes the one and sometimes the other; we generally entrust the manager of the Midland Company to charge the Midland rates and fares on our line.

2961. (*Mr. Glyn.*) How long has the line been opened?—It has been opened to Castlebar between two and three years.

2962. Has there been any increase of traffic upon it during those three years?—There has not; on the contrary, there is a small decrease in the present half-year when compared with the corresponding half-year of 1864. Our receipts do not amount to $7l.$ per mile per week; did we receive $10l.$ per mile weekly, we should pay five per cent. upon both ordinary and preference capital.

2963. What is the amount of the paid-up capital, including the borrowed capital?— $581,000l.$ The debenture capital of $413,000l.$ is held by the Government, from whom we are now borrowing a further sum of $21,000l.$

2964. (*Mr. Glyn.*) How much do you want to complete the railway?—The whole of our authorized capital; we have still $70,000l.$ of preference shares, and $61,000l.$ of debentures to raise.

2965. (*Capt. Galton.*) What interest do you pay upon the Government securities?—The money was advanced to us at five per cent., but I succeeded last year in getting Mr. Gladstone to reduce it to four. The Treasury are making an alteration which I think will be troublesome; they propose converting the loan into a 22 years' annuity.

2966. (*Mr. Glyn.*) At $6\frac{1}{2}$ per cent., or at what rate?—The capital sum is $113,000l.$; the proposed annuity is $7,819l.$

2967. That would be a much larger pressure upon your company?—It would be exceedingly inconvenient to us, because every year we should have to go into the market to borrow money to keep up the debenture capital to its full amount.

2968. (*Capt. Galton.*) Why?—Because the debenture capital, forming one-third part of the capital of the company, was used in the construction of the line, and could not properly be paid off out of revenue. We should be driven to raise money at five per cent. to pay off the capital portion of the annuity, which now only costs us four per cent.

2969. (*Mr. Glyn.*) Your preference would come second?—Yes.

2970. (*Mr. Gower.*) What interest do you pay on the debentures?—We are paying four per cent.

2971. (*Chairman.*) What is your preference stock?—Our preference stock pays five per cent. We cannot float it in London. I think that the best preference shares are not worth more than 90 or 95 per cent. at the present time.

2972. (*Capt. Galton.*) Are you speaking of Irish preference shares?—Yes; I think at this moment it is impossible to get more than 90 per cent. for our preference stock. Few people are aware how very low Irish credit is in the London market. If the Commission will allow me, I will relate what once happened to me. I was taken by Mr. Hankey, the banker, to the Bank of England, and was introduced to the governor and the deputy governor. My object at that time was to get the Bank of England to advance money upon our debenture stock; those gentlemen heard me, and Mr. Hankey, who was connected with the company, confirmed all I said; it ended by the governor telling me—"This is all

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"very good. If you wish it, I will put it before the Board of Governors to-morrow; but allow me to inform you the Bank of England have never yet advanced one farthing upon an Irish security, and in my opinion they never will." There is a certain word often used, "lock-up;" an Irish railway security is considered in the English market a "lock-up," that is, not a saleable security. I have no hesitation in saying that the difference between a Government English security and an Irish security would be as between 90 and 130 per cent.

2973. (*Mr. Glyn.*) Would not this annuity materially interfere with your preference stock? How can you keep up your payment of five per cent. on preference stock if you are obliged to find $6\frac{1}{2}$ per cent. on debenture stock?—We must borrow to pay part of the annuity, as we cannot deprive the shareholders of their dividend.

2974. Has this been done as a boon?—It has, I believe, been so intended, but it is a great mistake. I strongly suspect that the object is to secure a more regular payment of the instalments, which have been badly paid. By combining interest and principal, Mr. Gladstone thinks he will secure the regular payment of both.

2975. In fact it is making a sinking fund for the payment of the principal the first charge upon the railway?—Certainly.

2976. (*Capt. Galton.*) Is it not the custom almost always with the Exchequer Loan Commissioners to lend money in that way? Is not the other mode of lending it exceptional—for instance, the money that was lent to the people in Ireland for improving their land?—Those advances in Ireland were not made by the Loan Commissioners, but were granted by Parliament.

2977. (*Chairman.*) Can you state to the Commission any facts on which you base your opinion that a large reduction of fares would ultimately pay the company?—I think that, unless you reduce the fares 50 per cent., you will not materially increase the traffic. I would propose that the first-class passenger should be carried for 1*d.* per mile, the second-class passenger for $\frac{2}{3}$ *d.* per mile, and the third-class passenger for $\frac{1}{3}$ *d.* per mile. I would propose that the truck, which I believe is generally charged in England 6*d.*, and also in Ireland 6*d.*, should be reduced to 3*d.* I would propose that all heavy goods be carried for $\frac{1}{2}$ *d.* per ton per mile. I have not the smallest hesitation in saying that, if this could be done, in the course of four or five years there would be such an increase of traffic as would entirely restore the revenue. But the thing I look to as most important is the transport of cattle. In the west of Ireland store beasts are not put upon the railway, but travel by the road. A truck would take ten store beasts. If they could be carried for 3*d.* per mile, I feel sure that there would not be a single beast in that part of the country which would not travel by rail. Again, with regard to heavy goods, my belief is, that the whole of the corn of the country would be sent by rail, if it could reach Dublin at $\frac{1}{2}$ *d.* per ton per mile, or at a cost of 6*s.* 3*d.* for the 150 miles.

2978. Do they send away much grain?—An immense quantity of grain now leaves the west of Ireland by sea. At the rates I propose, not only grain, but potatoes would be sent by rail in large quantities; in short, the heavy traffic would be enormously increased and more than doubled.

2979. (*Sir R. Hill.*) Do you think this would require time?—I think it would require some four or five years.

2980. Is your lordship prepared to recommend any means of meeting the deficiency which would arise meanwhile?—I think the only course to take is for the Government to possess themselves of the whole of the railways in Ireland.

2981. (*Mr. Glyn.*) In what mode? Do you recommend that they should buy them up?—Yes.

2982. At the present price of the stock?—No, Government should negotiate, and my belief is, that

the whole of the ordinary stock of the railways could be purchased at 75 per cent. by a $3\frac{1}{2}$ per cent. stock, which would virtually be purchasing the ordinary stock at about 50 per cent. of the nominal value.

2983. (*Lord Donoughmore.*) That is on the average?—Yes.

2984. (*Sir R. Hill.*) Half the sum which has been expended upon them?—No, I am talking of the ordinary stock only.

2985. (*Mr. Glyn.*) What proportion would the share capital bear to the loans?—Two-thirds.

2986. (*Sir R. Hill.*) Of the 30,000,000*l.*, 24,000,000*l.* are ordinary capital?—No, in this both preference and ordinary are included.

2987. (*Capt. Galton.*) Is not the proportion about 6,000,000*l.* or 7,000,000*l.* of loans, 10,000,000*l.* of preference shares, and 14,000,000*l.* ordinary shares?—Yes, I believe it is.

2988. (*Chairman.*) 40,000,000*l.* is the total capital?—Yes. There might be a difficulty in the purchase of the preference shares, but even should this stock be purchased at par, there would still be the difference between 5 per cent. paid by the companies, and $3\frac{1}{2}$ per cent. to be paid by the Government; the same may be said of the debenture stock.

2989. (*Mr. Horsfall.*) Have the preference shareholders their maximum dividend?—Generally, I believe they have, but preference shareholders on the different lines are differently circumstanced; in some cases their stock is redeemable, in others they receive some more and some less than five per cent.

2990. Upon the preference shares?—Yes.

2991. Then there would be no objection to allowing those preference shares to remain in the hands of shareholders, the Government buying up the others?—It would be objectionable, as the Government would have to pay a dividend of five per cent. when, by purchasing them, they would only cost $3\frac{1}{2}$ per cent.

2992. (*Sir R. Hill.*) Would not your preference shareholders be willing to submit to some reduction?—I think that the preference shareholders generally, would accept a $3\frac{1}{2}$ per cent. stock for a five per cent. dividend.

2993. (*Mr. Glyn.*) Except the reduction of rates?—Yes.

2994. Do you feel quite certain of that, because in point of fact, by the Government taking the ordinary stock of the railway into their hands, the preference shareholders' position is very much improved?—Undoubtedly.

2995. Why should I give up my five per cent. if I have it in perpetuity?—In my opinion the purchase, by Government, of the railways in Ireland would be most popular. On the part of some of the directors there might, and probably would, be objections, but not on the part of the shareholders, and certainly not on the part of the public.

2996. (*Sir R. Hill.*) Your lordship does not recommend compulsory powers, I presume?—Not at first. My belief is that the greater part could be bought by negotiation, and in the other cases by compulsory arbitration.

2997. (*Mr. Glyn.*) Would you force the individual to take less than his contract?—I do not anticipate that the thing would be necessary.

2998. (*Mr. Horsfall.*) Has not that principle been adopted with regard to the turnpike trusts in England?—I do not know much of the turnpike trusts of England.

2999. (*Lord Donoughmore.*) When you have put these railways into the possession of the Government what would you do with them?—The Government could not manage railways in any country properly; in this country there would be jobbing to a frightful extent; in my opinion there could be no safety in travelling upon a Government line.

3000. (*Sir R. Hill.*) May I ask what dangers your lordship apprehends?—My recommendation is, that the Government should at once possess themselves of the different railways, now not less than 54 in

number, and that they should lease them to large companies. I would prefer a large English railway company to any other. For my part I should be very glad to see the London and North-western Railway Company work the line between Dublin and Westport, and I believe it would be to the advantage of the North-western Company to do so. I consider that the whole of the 54 Irish railways should be leased to three companies only.

3001. (*Mr. Glyn.*) How would your lordship divide the districts in Ireland?—I would divide them into the south, the midland, and the north. All the country between Ennis and Cork I would call the south district; between Ennis and Enniskillen should be called the midland district; and from Enniskillen to Belfast the northern district.

3002. (*Chairman.*) Would you forbid all competition where the systems adjoined one another?—If these lines were let by the Government, they must be let under conditions. One of the conditions would be a maximum fare, and another a minimum accommodation. These objects must be secured; after which I would allow of no competition whatever.

3003. (*Mr. Glyn.*) Then you would amalgamate all the smaller companies into these three large companies?—I would. Nothing would be more simple, and it could very easily be managed by a board sitting in London, but not in Dublin.

3004. Why do you prefer a board sitting in London?—A board sitting in Dublin would be too near the Castle.

3005. (*Chairman.*) You would place the companies to whom you propose to lease the lines under the control of a Government board sitting in London?—Certainly.

3006. Do you contemplate any control to be exercised over the companies, or would you allow them a considerable amount of liberty?—I would give them as much liberty as possible, after securing from them the conditions of maximum fares and minimum service.

3007. Then you contemplate the interference of the Government board only occasionally?—Yes.

3008. (*Mr. Glyn.*) Does your lordship think a board sitting in London would have a sufficient acquaintance with the wants of the district to enable it to manage it properly?—Certainly. Our railway is managed in London. A great many of the Irish boards sit in London.

3009. The London board has the advantage of your lordship's information?—I should be very far from wishing to exclude Irishmen from the London board, although I should be sorry to see them meet in Dublin. I think a very small board, with the Chancellor of the Exchequer and the President of the Board of Trade as honorary members, would conduct the business with little trouble.

3010. (*Mr. Glyn.*) When did this new annuity system come into operation?—I cannot say it has come into operation; it has been proposed to us.

3011. Is it to be undertaken by the companies necessarily, or have they any option in connexion with it?—I really do not know whether it will be obligatory or not.

3012. Is it put to the companies to do so in default of their paying interest, or paying off a certain proportion?—I have no doubt that Mr. Gladstone thinks that we shall accept it cheerfully, but I see great difficulties. I would rather continue under the old system.

3013. (*Sir R. Hill.*) Have not the loans been made upon the condition that they shall be paid off by instalments in certain periods?—Yes.

3014. Have those instalments hitherto been regularly paid?—No, I believe not regularly.

3015. I presume then this is a measure adopted in consequence of the nonpayment of the instalments?—I think it is proposed in order to secure more regularity in the payment of the principal monies.

3016. (*Mr. Glyn.*) I understand that the loans were made by the commissioners upon debentures?—Yes.

3017. Had those debentures a certain fixed time to run?—Our debenture capital was taken by the Government under a mortgage of the line, and on condition that the principal money should be repaid by annual instalments within 20 years; as yet we have not been enabled to pay off any of the instalments which have become due. In the English market it is nearly impossible to raise money upon Irish railway securities.

3018. (*Chairman.*) Do you contemplate that any loss which might accrue, either temporarily or permanently, may be borne by the country at large?—My idea is, that at the end of four or five years, or perhaps less, there would be no loss from the reduced rates and fares. I recommend, what loss should occur in the receipts in the meantime, should be added to the amount paid in the purchase of the railways.

3019. (*Mr. Glyn.*) Do you think that the company should have the power to raise the capital?—No, I have one plan and no other, and that is, that the Government should possess themselves of the railways.

3020. Who is to raise the capital out of which the deficit is to be paid?—Assuredly the Government. If, at the end of say five years the traffic did not increase to the extent expected it would be for the Government to increase the fares, but in my opinion the receipts would more than recover themselves. I consider that the Government should neither lose nor benefit by the railways in Ireland. These should pay $3\frac{1}{2}$ per cent. for the Government monies, and the fares and rates should be regulated accordingly.

3021. Then you would have the deficit raised by a Government loan of $3\frac{1}{2}$ per cent., in fact?—Yes, I would.

3022. (*Chairman.*) Have you considered whether it is probable that companies could be found willing to lease the lines to the Government?—I am very much inclined to think that English companies would take them. I do not believe there would be the smallest difficulty in finding companies to work Irish lines.

3023. Have you considered how additional lines are to be made, supposing the existing lines to fall into the hands of the Government?—I think there would be very few additional lines required. The Government, in my opinion, should only construct new lines where the counties agree to give the land, and where a certain amount of local subscription is offered. These lines would be chiefly single lines, and would seldom cost more than 4,000*l.* per mile.

3024. (*Lord Donoughmore.*) That is not including the land?—Yes, our land throughout has cost between six and seven hundred pounds per mile; for one part of our line the contractors received for the land 700*l.* per mile, in addition to what they were paid for the works. The total cost of our railway will amount to something like 6,580*l.* per mile.

3025. (*Sir R. Hill.*) Is it a single or double line?—A single line with double over works.

3026. (*Chairman.*) Is that through a heavy country, either many cuttings or embankments?—It is a flat, easy country. It might have been done even cheaper.

3027. If you had ready money it might be done cheaper?—If we had had ready money, I am perfectly certain the line need not have cost more than 3,500*l.* per mile. With Government credit we should have saved 1,000*l.* per mile and more. It was proposed that 6,000*l.* per mile should include all expenses, but monies were wasted upon stations, and above 20,000*l.* lost in parliamentary contests.

3028. (*Chairman.*) What would you do with the lines which are now actually in process of construction, or those for which Acts have been obtained, although no works have been commenced upon them? All the lines authorized by Parliament, whether in process of construction or not, should be completed on the earliest day, and were Government credit to be given, there would be a great saving in the cost.

3029. Would you force the Government to complete those lines?—Undoubtedly the lines must be

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completed by the company or by the Government. It would save great expense, and therefore be greatly to the interests of the public, to substitute the credit of the Government for the credit of the companies; of course, under proper control and supervision.

3030. (*Lord Donoughmore.*) Are there many new lines proposed in the present session?—Not in my district, nor in the district of the Midland Company. The great object in Ireland is to reach the English market at the smallest cost; the Germans and Dutch send their cattle at a much less cost than we can. Should the rates be lowered to the extent I propose, a beast from the most distant western point of Ireland would reach the London market for 1*l.* 1*s.*, and a fat sheep for 4*s.* or 4*s.* 6*d.* The London and North-western Railway Company now bring beasts at 17*s.* 6*d.* per head, and sheep at 3*s.* 3*d.* from Dublin to London.

3031. Are the rates that you have mentioned between Dublin and London very much lower than the rates charged on Irish railways?—Much lower. The distance between Dublin and London is about 330 miles, whilst between Dublin and Castlebar the distance is only 150 miles. To send a sheep the 330 miles only costs 3*s.* 3*d.*, while to send it the shorter distance costs 2*s.* 3*d.*

3032. (*Mr. Horsfall.*) Your lordship spoke of the grain round Castlebar being shipped by sea from Westport?—From Westport and Ballina.

3033. Have you entered into any calculation as to what reduction would be necessary to enable the railway to compete with the shipment by sea?—We compete already. I am quite satisfied that if we could send heavy goods at $\frac{1}{2}$ *d.* per ton per mile, we could compete very successfully with the boats.

3034. (*Mr. Glyn.*) Is there a coal trade?—There was undoubtedly a coal trade one year in the west of Ireland; this was purely accidental, and arose from the people having failed, from a constant wet, to save their turf. It had, I believe, never happened before, certainly not to the same extent. In my opinion there never can be a permanent coal trade with the west of Ireland, and for the simple reason that, carry the coal at any price you like, or for nothing, still turf will always be the cheapest fuel. To show this, I must observe that I have two steam engines, one in Middlesex of 8-horse power, a second at Castlebar of 13-horse power; the Middlesex engine, at 20*s.* per ton for coals, costs me 10*s.* per day of 12 hours; the larger engine of 13-horse power at Castlebar consumes two cribs of turf only, at a cost of 4*s.* per day. It may therefore be said that the difference between the cost of turf and coal is not less than 4 against 16. Under these circumstances it will, I think, be the opinion of the Commission that to expect to introduce a coal trade with the west of Ireland would be irrational.

3035. (*Chairman.*) Then it is the difference between 4*s.* and 16*s.*?—Yes.

3036. (*Capt. Galton.*) Do they burn turf in the locomotive engines on railways?—I think not.

3037. Why not?—I do not know.

3038. (*Mr. Glyn.*) You have no back freight for these coal trucks?—At low rates there should be no difficulty.

3039. (*Chairman.*) Is the increase in the coal traffic the principal source from which you consider the increased traffic would come on to your line?—At $\frac{1}{2}$ *d.* per ton per mile, or 3*d.* per mile for a truck, a large quantity of corn and potatoes would be sent by rail. The traffic in heavy goods would be enormously increased, more than doubled.

3040. (*Capt. Galton.*) As your lordship entertains

such a confident opinion that a large increase of traffic would follow a reduction of the rates, I wish to ask why has not that experiment been tried upon one article or two articles at a time, so as to see whether there was any increase?—Our rates could not be lowered advantageously without the Midland Company lowering their rates to the same extent, and I am certain that they would not consent to reduce their rates to enable us to try experiments.

3041. One of your difficulties is being a separate company from the Midland Company?—We are two perfectly independent companies.

3042. (*Mr. Glyn.*) Are the rates for goods upon the Midland very high?—They are exactly the same as ours. We have always allowed the managers of the Midland to levy the same rates upon ours as they do upon their own line.

3043. In what description of goods does your lordship think there would be a great increase of traffic, excluding grain and potatoes?—The country produces meat, corn, flax, and roots; in all of these the traffic would greatly increase.

3044. You do not want much back?—At times a large quantity of Indian corn is sent down, and we have received a tolerable income from this traffic; this year oats have been so cheap as to interfere with it.

3045. (*Chairman.*) Where do you get your timber from?—A great deal of that comes direct by sea.

3046. To Westport and Ballina?—Yes.

3047. (*Capt. Galton.*) Does the railway carry much timber from Westport into the interior to the local stations?—I do not think we carry much timber.

3048. But the timber which has to be used by the people living in Roscommon must come either from the west or from Dublin?—It might come by canal from Dublin.

3049. Is there a canal from Dublin?—Yes.

3050. (*Mr. Glyn.*) I presume groceries go from Dublin?—Everything of that sort goes from Dublin or England. We have through rates with the London and North-western Railway Company, therefore we receive a good deal from Liverpool, Manchester, and other places.

3051. (*Chairman.*) It has been stated by one of the former witnesses that he was of opinion, under all circumstances, that store cattle would continue to be driven along the road, from the fact that it gave the drovers an opportunity of disposing of a portion of them on the way. Do you think there is much consideration to be given to that?—Certainly not. I do not believe it at all. I am perfectly certain that at a very low rate, the greater part if not the whole of the store cattle would travel by rail.

3052. (*Mr. Glyn.*) A great deal of it would come to the English feeders?—In the west of Ireland they do not breed many cattle; they come from the south, and are bought as calves; at three or four years old they come to the English market. The whole of the cattle now coming to the west and leaving the west would travel by rail, if the rates were lowered.

3053. (*Lord Donoughmore.*) When your line is open to the sea at Westport and Ballina do you expect you will have any fish traffic?—We should have the whole of the traffic at this moment, if we had a night train.

3054. That is for fresh fish and salmon?—Yes.

3055. Is not that traffic very considerable in amount?—Very considerable.

3056. Is there any sea fishing at Westport?—Yes.

3057. Would a low rate enable you to create a traffic in carrying Westport fish to the Dublin market?—Yes, and to England also.

Wednesday, 24th May 1865.

PRESENT :

THE RIGHT HON. LORD STANLEY, M.P., F.R.S.
THE HON. E. F. LEVESON GOWER, M.P.
THE RIGHT HON. ROBERT LOWE, M.P.
SIR ROWLAND HILL, K.C.B., F.R.S.
T. B. HORSFALL, Esq., M.P.
ROBERT DALGLISH, Esq., M.P.

GEO. CARR GLYN, Esq., M.P.
A. S. AYRTON, Esq., M.P.
CAPT. DOUGLAS GALTON, R.E., F.R.S.
E. T. HAMILTON, Esq.
WILLIAM POLE, F.R.S., *Secretary.*

HIS GRACE THE DUKE OF DEVONSHIRE, K.G., F.R.S., IN THE CHAIR.

MR. THOMAS F. BRADY examined.

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3182. (*Chairman.*) You are secretary to the Special Commission on Irish Fisheries?—Yes.

3183. And you have been inspector of fisheries in Ireland?—Yes.

3184. In the discharge of the duties of your office have you had occasion to become intimately acquainted with the state of the Irish fisheries, both in the fresh water and in the sea?—Yes.

3185. Is there any great extent of the Irish coast which, in your opinion, is well adapted for carrying on sea fisheries?—There is a very large extent.

3186. Will you adduce any particular parts of the coast that you consider the best?—All the west coast—in fact from the south-west coast from Dunmore round by Galway, Westport, Sligo, Donegal, and round to Moville—all that coast abounds in cod, ling, and flat fish, the finest turbot, soles, brit—the very finest classes of fish that can be taken; the largest

turbots are to be found in large quantities round that west coast.

3187. Is the number of the population employed in the fisheries increasing or diminishing?—Decreasing.

3188. Since what time has that decrease taken place?—Since 1844, so far as the Board of Works, who are charged with the administration of the laws relating to the Irish Sea fisheries, has received returns from the coast guard, the coast guard of the country being specially charged with the revision and registry of the fishing vessels, and the number of men and boats employed. I can give you the number of men and boats employed on the Irish fisheries during the last year.

3189. The extension of railways in Ireland has not led to any increase in the produce of the Irish fisheries?—It has not.

3190. In fact, the extension of railways has been simultaneous with the decrease in the produce of the

Irish fisheries?—It has. The extension of railways has removed a great deal of the ordinary conveyances of the country away. The fishermen used to send the fish by carts and cars and the general modes of conveyance, before the establishment of railways, through the interior of the country; the population of the whole country has very much decreased, and those conveyances are removed. The railways have not given those facilities of transit that would induce the fishermen, I think, to follow their occupation with diligence.

3191. Which was the chief market for fish taken on the west coast of Ireland?—Before the extension of railways it was in the interior; we had no central markets. Galway sold its own fish in Galway, and in the interior of the country, carried by hawkers or jolters. Since the extension of railways, the Galway fish, principally the finer portions of the fish, come to Dublin, and from thence to London, Liverpool, Birmingham, Manchester, and all the principal towns in England.

3192. Has there been a falling off in the demand in Ireland itself for this fish?—I think in the seaport towns there is a falling off in consequence of the population falling off; the English markets being now so near us and so quickly reached, it takes a great quantity of fish away that would otherwise be consumed in the country. Fish has reached an enormous price in Dublin and in other places in Ireland.

3193. Is the supply in Dublin unequal to the demand?—Quite unequal to the demand.

3194. Where is Dublin chiefly supplied from?—It is chiefly supplied from Galway, from the east coast, and some portions of fish come from Castlebar, and from Waterford, Kinsale, and Dunmore also. There is a very large fleet of trawlers engaged in the fisheries on the east coast that trawl the Kish bank and the Nymph bank, and on down to Dunmore—these bring in a great quantity of fish to the Dublin market, and it is sent then on to the different English towns.

3195. Are you of opinion that the rates of carriage for fish on the Irish railways tends to depress that branch of industry?—I think that the rates of carriage on fish, particularly on small parcels, tend very much to depress it. Fishermen, unless they can get the means of sending away small parcels of fish, each man sending his parcel to a factor in Dublin, must sell it to some hawker or others, who send it away, and the consequence is that the hawker is the man who gets the profit, and the fisherman gets very little for his trouble.

3196. Although the rates on the railways are high, there must be greater facilities for getting the fish away now than before the construction of the railways?—No doubt.

3197. Then how do you account for the produce of that branch of industry having fallen off?—The railways are taking the fish now away from the seaport towns where the fish are caught, and before it used to be brought into the interior of the country; they had probably a greater market, and although not as profitable as now, there was a greater demand than there is at present.

3198. (*Lord Stanley.*) Is not the main cause of the decrease this, that the local demand is much smaller than it was, consequent upon a diminution of the population?—Yes, quite so; it is much smaller in consequence of the decrease in the population.

3199. Setting that local demand aside, do you think that there is any decrease either in the demand or the supply?—I do not think there is any decrease in the demand; it would be hard to say whether there is a decrease in the supply; there is a decrease in the number of men and boats to a large extent, but whether there is a decrease in the supply I cannot tell.

3200. Is that decrease in the number of boats and men employed more than may be fairly accounted for by the diminution of the local demand, consequent upon emigration?—I think not; probably the decrease is just in proportion to the decrease in the population.

At the same time I think that if railways afforded greater facilities you would give greater encouragement to the coast population to fish; for now they will take any ordinary employment rather than follow that very precarious one of fishing, unless they have good markets and facilities.

3201. Who are the persons who buy the fish from these fishermen?—They are called jolters in the country; they are hawkers.

3202. Do they buy large quantities of fish and send it in large quantities to Dublin?—Yes; they buy them in large quantities in Galway; they watch the boats coming in, and then they buy each vessel's load as it comes in, and send the fish away themselves.

3203. (*Mr. Ayrton.*) You stated that the price of fish had risen?—Very much.

3204. And that it was in consequence of the demand for fish for the English market?—I think that that has been a good deal the cause of it.

3205. Is the fish sent to the English market round by sea from the west coast, or is it sent by railway?—Salmon is sent from Ballina. What I have been speaking about has been the coarse fish, turbot and soles, wishing to distinguish them from salmon. From Ballina they send the salmon round the whole of the north coast in sailing smacks to Liverpool, in preference to sending them by railway from Castlebar.

3206. That is all the salmon?—Yes; they pack them in boxes with ice. They send them round a very long distance from Ballina, round the north coast of Ireland, on to Liverpool, in preference to sending them from Castlebar by railway.

3207. What has the rise in the price been in any given period?—Salmon is now worth 1s. 3d. or 1s. 4d. a pound in the wholesale market.

3208. In what market?—In either the Dublin or the English markets. There is very little difference between them at present.

3209. What is the price of the salmon at the place where it is caught and from which it is sent?—That is about the price, because wherever you have salmon fisheries the fish all comes to the Dublin or English markets, and the prices are regulated by the Dublin or the London market. The price I have given is the price to the person capturing the fish.

3210. What was the former price at any given period?—Salmon was down very low at one time, as low as 3½d. and 4d. a pound before facilities were afforded by railways, and they could get ice.

3211. Do you mean that the wholesale price was 4d. a pound?—Yes.

3212. At what time was that?—I think I bought it in the Dublin market for 4d. a pound probably 15 or 16 years or 20 years ago.

3213. I do not understand why the price of salmon should rise in the Liverpool market in consequence of railway facilities being afforded?—The English markets take so much salmon now, and it is so easy to get at it, that I think it must rise in price.

3214. You mean that it is distributed from Liverpool into the interior of England to such an extent, and the demand in Liverpool has so greatly increased, that there is no corresponding rise in the price in Liverpool?—Yes.

3215. With regard to the coarse fish, has there been any rise in price in that?—There has been a great rise in the price of coarse fish—turbot, soles, and cod.

3216. Has there been a corresponding rise in price at the places where they are caught in Galway and all along the coast?—There must be, to a certain extent, a rise in the price, but the poor fisherman is not the man who reaps the advantages of it.

3217. Can you state what the present price is, and what the former price was of the fish to the fisherman at the great fishing places on the west coast of Ireland?—I will take turbot, which is worth at the present time from 10s. to 11. a piece, while formerly it could be bought at the fishing places for 2s. 6d.

3218. What is the price at the fishing places now, in Galway?—I cannot state exactly what the fish

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sells for, but I will give the Commission an instance which occurred on the north coast. At one time in Belfast Lough I saw cod fish sold at the rate of 2s. 6d. for 13 fish. The fishermen themselves had no means of sending them to market on their own account, and they had to sell them to hawkers who sold them again, and then they were sent on. These people had facilities for sending them on to the markets, and they reaped the advantages of the high price, but the fishermen did not reap it.

3219. To what period are you now referring?—Five or six years ago.

3220. At the present time do the same class of people get the fish more freely?—I do not think they do.

3221. Has there been little or no change in the price paid for the fish to the fishermen?—Not much as to the coarse fish in the price paid to the fishermen. I speak of the distant stations; of course the fishermen who fish on the east coast bring their fish in their own smacks to Dublin, and there they have reaped advantages from the high price.

3222. Do you think that the intermediate agents have got the full benefit of the rise in prices?—I think they have.

3223. (*Mr. Glyn.*) You have stated that the fishermen wanted an opportunity to send small parcels of fish, and that facilities should be given to the fishermen on the coast, but what quantity do you mean by small parcels of fish, what weight?—Less than one hundredweight of fish. I think that each fisherman ought to have facilities afforded him for sending his own parcel of fish to his factor in Dublin; then he would get his money direct the next day to himself.

3224. What is the present charge by railway?—I have made out a return of the different charges made since 1852 down to the present year on different lines of railways.

3225. From what places have you taken them?—I have taken all the railways—from Cork, the Great Southern and Western, the Waterford and Limerick, the Galway line, the line from Castlebar joining Ballina, the Dublin and Drogheda line, and lately only the Dublin and Waterford line; we have had no returns until last year from the Dublin and Waterford line. These returns are culled from the different reports of the Commissioners made to Parliament.

3226. What is the rate upon the Great Midland Railway?—I should say that on comparing the prices charged in the different years from 1852, the rates vary so much that I cannot ascertain upon what data they make these charges at all. For salmon under 10 cwt. the charge was 3s. 6d. per cwt. in 1852, and over 10 cwt. it was 2s. 6d., from Galway, the distance being 126 miles. In 1864 they charged 31s. a ton from Galway; they charged 39s. 9d. from Castlebar, and they charged 24s. 6d. a ton from Sligo, the distance being 134 miles, while they charged 34s. from Collooney, a distance of 128 miles, six miles less than the previous distance I gave, and the charge being 10s. a ton higher on the same line of railway. From Ballysadare they charged 34s. 6d., the distance being two miles more.

3227. What is the minimum quantity that is carried?—Under 5 cwt. I am now speaking of the Midland line.

3228. (*Mr. Horsfall.*) Can you at all account for these unequal rates?—I cannot. I have examined this return prepared from the different reports made by the Commissioners to Parliament. I have examined it most carefully, in order to ascertain why these charges could be made, and I cannot understand at all on what principle it is that they carry fish on the same line of railway for a much greater distance at a much less charge.

3229. Has any representation been made to the railway companies as to these unequal rates?—Yes, and the Commissioners of Fisheries have remarked upon it in their various reports to Parliament that they have had frequent interviews with the directors

of the two great lines of railway, but that they had not effected any alteration.

3230. (*Mr. Glyn.*) Does the rate charged on the Great Southern and Western Railway differ very much from the rate charged on the Midland Railway?—The Great Southern and Western rate does vary very much from it.

3231. (*Mr. Ayerton.*) You have spoken of an intermediate person being able to buy up the fish at a price of 3s., and selling it at 6s.?—Yes.

3232. For how many pounds of fish do they give 3s.?—They send it away in bulk, and then they can send it by cheap carriage at so much per ton; they give different rates, that is, under 5 cwt. so much, and over 5 cwt. so much less.

3233. The railway charge for conveying fish the whole length of the Midland Railway comes to something under a farthing a pound?—Yes.

3234. It is a fifth of a penny?—Yes.

3235. Will you be good enough to explain how the charge of a fifth of a penny could influence the trade where the difference in price is such as you have mentioned?—A farthing a pound is considered to be a great difference when you deal with fish in any large quantities.

3236. Will you compare that with the different prices you have mentioned, for I want to know how this infinitesimal sum could influence the trade in any way?—I am really not prepared to answer that question.

3237. (*Sir R. Hill.*) You have spoken of the profits of the middlemen as being something enormous?—Yes.

3238. Have they any monopoly given to them?—No; except in the way I state there is no monopoly. These poor fishermen are obliged to sell, and it is the general complaint there, of these people.

3239. What obliges them to do so?—It is because they cannot send their own parcels to a factor. If they have only a small parcel of fish the rates are so excessively high that they cannot do it. The returns that I gave you were for a weight over 5 cwt., but the parcel rates are considerably higher.

3240. What would the rate for a single hundredweight be?—I can give you an instance. On the Midland Great Western Railway, one-eighth of the distance, 65 lbs. of salmon cost 5s. 10d. coming to Dublin from Castlebar.

3241. That would be a little more than a penny per pound?—Yes. From Cork, a distance of 15 miles further, by the Great Southern and Western it would only cost 3s.

3242. What was there to prevent those fishermen sending their fish to Dublin and paying a penny per pound, two or three of them joining together to make up the hundredweight?—In practice they have not done it.

3243. But why do they not do it?—I cannot explain that further than by saying that they do not do it.

3244. Can you conceive any possible change as to the charges on railways which would induce them to do it?—I think if the parcel rates were low per hundredweight they might do it.

3245. I understood you to say that the fish is sold to the middlemen; at what price?—I cannot tell you that. The fish may vary in price from 2d. to 8d. and 1s. a pound, but some coarse fish is not worth more than 2d. a pound. Hake is not worth more than a penny a pound when the hake fishing sets in.

3246. You stated, as I understood you, that the fishermen sell their fish at a low price to the middlemen, and that the middlemen send the fish to Dublin, and there get a very high price for it?—Yes, that is, a price considerably greater than the working fishermen get.

3247. I do not see how that state of things, which to me is very inexplicable, is to be remedied by any practical lowering of the price charged for the conveyance of the fish from the place where it is caught to Dublin?—There is a great difference between the

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parcel rates and the rate per hundredweight or five hundredweight.

3248. The parcel rate is very high, you say?—On salmon it is, but salmon will bear it, because it is a very valuable high-priced commodity, but coarse fish is not able to bear that high rate. Fish that is sold at a penny a pound cannot bear a halfpenny a pound for carriage, or a farthing a pound.

3249. Is the price of coarse fish at the ports so low as a penny per pound?—Hake is sold at less than a penny per pound.

3250. What is the price of soles?—At certain seasons soles are worth more.

3251. Just give us an average?—I cannot give you an average of the prices of the different kinds of fish, because that depends upon the description of fish, the quality and quantity.

3252. Cannot you give us some idea of the ordinary price of fish?—Turbot is worth from 6d. to 8d. per pound, retail, in the Dublin market.

3253. I am speaking of the price of turbot where it is caught, and the price which the fisherman obtains from the middleman?—The fisherman does not sell it by weight at all, he sells it merely by bulk.

3254. Cannot you convert the price by bulk into a price by weight?—I cannot.

3255. Give it then in any shape that you can?—A fisherman sells perhaps about a dozen turbot to a hawker, and he may not get more than 1s. apiece for them.

3256. Then supposing the turbot are sent to Dublin, what are they sold there for?—They may be sold in Dublin for 6s. apiece.

3257. That is a state of things which appears to me utterly inexplicable, that a turbot bought at one end of a line of railway for 1s., should be then carried for a penny a pound to the Dublin market, and be there sold for 6s.?—That is so.

3258. (Chairman.) Are the middlemen, under this system, making very large profits?—In many cases they have done so.

3259. (Sir R. Hill.) Are there a great many of these middlemen?—Yes.

3260. (Mr. Ayrton.) What is the nature of the fish markets at the places where the fish are caught?—There are no markets at the different places. The fish are brought on to the beach and stranded, and a man comes and buys them in bulk; there is no market.

3261. And the fish are sold on the strand as they are on the English coast?—I suppose so.

3262. Are there no competitors on the strand to buy the fish?—In some places there are; on the east coast there are competitors.

3263. Do you think it is according to the usual course of business for fishermen to send their fish on their own account to distant markets?—I think if they were able to send their fish they would of course do away with the profit which is now obtained by the middlemen.

3264. Is it the custom with people of that class to send their goods to distant markets, consisting only of small quantities at the place of production, or do they usually sell them to some agent?—They usually sell them to some agent.

3265. (Mr. Horsfall.) Is not the system the same as that which prevails in England?—I believe so; but I do not know what the system in England is.

3266. (Capt. Galton.) You seem rather to think that the fisherman should send his fish to the Dublin market; but I do not gather from you that he is at all precluded from doing so by the high price charged for carriage. You say that he gets 1s. for a turbot on the sea coast, which turbot is sold for 6s. in the Dublin market, the cost of carriage being a penny per pound. The turbot does not weigh, I suppose, more than 12 lbs.; therefore if the fisherman charged the Dublin fishmonger 3s. and paid the carriage, the Dublin fishmonger would gain 2s.?—Yes, he would.

3267. Therefore it does not appear that the railway carriage in any way precludes him from sending the fish to the Dublin market?—As you put it to me now, I do not think it does really.

3268. (Mr. Ayrton.) What we desire to understand is, whether he is precluded by the railway rate, or by those social and trading circumstances which affect the conduct of business of this sort?—I think it is affected probably in both ways; it is affected not only by the railways, but also by the social circumstances of the case.

3269. (Mr. Hamilton.) Do you suppose that there is a considerable part of the fish sold by the fisherman to the middleman which spoils before the middleman can get it to market?—I cannot say; but if they have not got a train by which they can send the fish off to Dublin or to markets at certain times, particularly in such weather as the present, a great quantity of it must spoil. At Castlebar, for instance, there is no train from 11 o'clock in the day, so that all the western fish that is brought in fresh caught must remain over until the following day.

3270. (Capt. Galton.) You mean that there is only one train a day from Castlebar?—Yes.

3271. (Mr. Hamilton.) If the fish became spoiled, the profit to the middleman would be materially reduced?—Yes.

3272. (Sir R. Hill.) I understood you to say that you thought the fishermen were, in some way, injured by the establishment of railways?—I do not think that the railways have benefited the fisheries as it was originally contemplated they would do.

3273. It would seem that from Castlebar the railway does not carry the fish after a certain hour of the day?—The railway carries the fish, but not at convenient times.

3274. What is there to prevent the fisherman from resorting to the old means of conveyance by cars?—All those conveyances have been taken off the road by the introduction of railways.

3275. (Mr. Ayrton.) Allowing for the delay which may take place in consequence of the trains not running at convenient times, does not the fish nevertheless arrive sooner in the market than it did when they were sent by cars?—They were not then brought such distances by cars as they are now by the railways, the fish then was only taken to the markets in the interior, and not to the great markets; it did not get to England.

3276. (Capt. Galton.) Is it not the fact that the fisheries on the western coast of Ireland have been much injured by a system like trades unions, and the boats and nets have been destroyed?—No instance of that kind has occurred on the west coast, except at Galway. The Claddagh people have been very violent and opposed to the introduction of new modes of fishing, such as trawling in the bay, and they have destroyed the nets on various occasions, and attempts have been made to scuttle the boats.

3277. (Mr. Ayrton.) Was there not a fishing company established at Galway which came into direct relation with the fishermen, and which gave them the benefit of a rise in the prices?—There was a London company.

3278. Did not that company provide every requisite for the most scientific and most economical modes of fishing?—Yes, for scientific modes, but that company was carried out in a way that was calculated to fail; it was carried out in such an expensive way that it could not succeed.

3279. Having done so much, it failed?—Yes; it broke down from mismanagement.

3280. Did it not find great difficulty in carrying on its business from the obstructions offered to it by the people there?—Never.

3281. Was it well supported by the fishermen there?—I have not the slightest doubt of it. I have not the least doubt that if a company were started, well conducted, and which acted with economy, they would meet with every support all round the west coast, and, indeed, all round the coast of Ireland. There may be

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prejudices existing among the people in Galway, but that is the only place that I know of where there are any.

3282. When the company I have referred to broke down, did any private enterprise spring up; were there parties ready to carry out the same operations?—Yes, there are parties fishing there, but I am sorry to say that there is very little private enterprise in Ireland with respect to fishing.

3283. (*Sir R. Hill.*) Is not that the root of all the evil?—It is the root of a great deal of difficulty in Ireland—the want of private enterprise.

3284. (*Chairman.*) Did the company which has been mentioned meet with any obstruction from the railway companies in making arrangements for the conveyance of the fish?—I think not. That company was established at Galway, and the direct Galway line had trucks to carry the fish at 12 o'clock at night by the mail train, and they afforded great facilities. If the same facilities were afforded from Castlebar and Sligo there would be a very different state of things.

3285. Do you think, as far as Galway is concerned, that the railway company affords every facility that they could be expected to do?—Yes, I think they afford every facility.

3286. Is the trade to any great extent carried on between Galway and Dublin?—I can give you the quantities of fish that were carried by the Galway line from 1852. In that year there were 523 tons of fish carried.

3287. (*Sir R. Hill.*) No more than that in a year?—No, that was all, including oysters, cured fish, eels, cod, and salmon. In 1862 they only carried 785 tons.

3288. (*Mr. Glyn.*) What quantity did they carry last year?—Last year they carried 1,136 tons.

3289. Is the quantity increasing?—It was just increased for that one year; but if you take the returns altogether you will find that the quantity has increased very little.

3290. (*Chairman.*) Is that the most important fish trade that is carried on on any Irish railway?—The Great Southern and Western Railway carry on a very important salmon trade, and in other fish also. They carried 1,249 tons of fish last year, and 1,145 tons the year before.

3291. (*Mr. Glyn.*) Where was it brought from?—From Cork; it is collected from Cork, Limerick, and Waterford, and on all the Southern Lines. The herring fishing now on the east coast is a very profitable one. They sold last year alone, on the quay of Howth, 94,000*l.* worth, and upwards, the produce of 110 days fishing.

3292. Have you reason to believe that any reduction in the charges by railway would materially increase the quantity of fish sent from Galway?—From Galway, I think not; but from stations such as Sligo and Ballina, to which railways are not extended, they have to bring the fish 16 or 18 miles by cart first, and of course you have to add the additional expense of the carting from the fishery to the railway station, and then to add the railway charge to that.

3293. Would it pay the railway companies to afford additional facilities to Ballina and Castlebar?—I think it ought to pay them if it has paid the Galway Company to do so.

3294. (*Mr. Ayrton.*) Would it not be cheaper to employ small steamers to bring the fish up from Sligo?—They send all the salmon from Ballina all round the north coast by sailing smacks in preference to sending it by railway. All that traffic is lost to the railways because they can send them for about 4*s.* 6*d.* a cwt. round by sailing smacks, and they run all the risks rather than send them by railway in consequence of the expense.

3295. (*Capt. Galton.*) How long does it take to go round by the sailing smacks?—It depends, of course, upon the weather; but they do it now in 48 hours to Liverpool.

3296. Do you mean 4*s.* 6*d.* a cwt. ?—Yes, or 4*l.* 10*s.* per ton.

3297. (*Chairman.*) Have any communications taken place between the Irish Fishery Commissioners and the Directors of the Irish railways?—They have had interviews, there have been no written communications, and the Commissioners have reported upon the subject. I can refer to the reports made by the Commissioners, which I have brought with me, and can, if I may be allowed to do so, read extracts from them.

3298. (*Mr. Ayrton.*) Do you think that the fish is conveyed in sailing smacks rather than by railway on account of the greater expense, or because the fish are better preserved in sailing boat than on a railway?—They are not better preserved in a boat than on a railway.

3299. There is no advantage in the boat in that respect?—No; on the contrary I have heard from the largest proprietor of salmon fisheries on the west coast—I refer to the Ballina fishery—that he would prefer sending the fish by railway if he could; but he does not send parcels of fish by railway when he has small parcels to send; they have to cart it 16 miles into Castlebar. They would rather cart the fish from Ballina into Castlebar and send it by train to Dublin, and thence to Liverpool and the English markets, than send it, running the chance of bad weather, round by the coast.

3300. What is the cost of carting the fish from Ballina to the railway?—I do not know what the cost of the road carriage is, but these people generally have their own spring vans and conveyances to do these things. At Ballyshannon they send the fish 24 miles on to Sligo, and they send them by Sligo in preference to sending them by a nearer route from Enniskillen to Dublin, in consequence of the high charges made on the line, and there is also water carriage on Lough Erne.

3301. (*Capt. Galton.*) Is the fishing trade such a trade as would enable the fish to be brought in at a specified time every day, or is there uncertainty about it, so that the railway company cannot start a train at a fixed time?—I think there is no uncertainty about it. They start the Galway train at 12 o'clock at night; that is the mail train, and all the boats are in long before that, and all the fish is carried away.

3302. If there was a similar train from Sligo or Castlebar, would not that be a great advantage?—It would materially assist the fisheries of that district I know from complaints which have been made to me, not only by the proprietors of salmon fisheries there, but by the common fishermen, that they are not afforded the necessary facilities on that line for sending their fish to market.

3303. (*Chairman.*) Are the coarse fish now generally packed in ice?—In some places they are, and in some they are not. In Galway, for instance, I do not think there is any ice, and they send the fish away direct without any ice in the hampers.

3304. When the fish is packed in ice, a few hours delay are not of any importance?—No. In Kinsale the buyers have a regular ice establishment, and they pack the fish in boxes in ice and send it to Dublin.

3305. (*Sir R. Hill.*) Does the middleman pack the fish in ice?—Yes; that is, in one or two places; in Kinsale he does, but he does not in Galway, nor in Ballina, nor in Sligo; at Moville they do. From the Londonderry coast a steam packet takes the fish on from Londonderry to Liverpool and to Glasgow.

3306. (*Mr. Glyn.*) Has there been a large take of fish at Kinsale?—Yes, last year there was. The principal fisheries there are herrings and mackerel, and French fishermen come over there.

3307. (*Mr. Horsfall.*) Is there not a good supply of fish in Dublin Bay?—Yes, but those are not affected by railway carriage; the fish are brought into Dublin by the captors, and they make their market direct there.

3308. That, in some measure, supplies the Dublin market with fish?—Yes; but the buyers in the Dublin market send the fish off to the English markets because it pays them better. The city of Dublin is

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badly supplied with fish. With the permission of the Commission, having the various Reports of the Commissioners before me, I will read a few extracts from them, and, first, from the Report of 1850:—
“No branch of industry is likely to derive a more direct and immediate benefit than our coast fisheries from the completion of those great lines of railway now in progress, while our large inland towns, as well as the metropolis, are even now furnished with an abundant supply of fine fish within a few hours after its capture. The turbot and black soles of Dingle and Ballinskelligs Bays taken out of the water on the morning of Thursday are on the Dublin tables on the following day, thanks to the persevering efforts of the Royal Irish Fisheries Company’s establishment at Dingle, and not less to the liberal arrangements of Mr. Bianconi, who has invariably rendered his conveyances auxiliary to the great object of speedy transit to the nearest lines of railway; in short, there is a complete revolution in the trade in Ireland. The supply of the fresh market is now the main object, and in proportion as facilities of conveyance are afforded this trade must increase. We look with great confidence to the completion of the Midland Great Western Railway to Galway and the Killarney Junction to Mallow. Our metropolis will then become the great centre of attraction, and, after its ample supply, the markets of England, approachable within a few hours, will to an unlimited extent take our surplus. To promote this important end two objects seem to be most desirable; first, a determination on the part of railway companies to fix their scale of prices so moderately as to afford encouragement to a large transit trade. It is quite notorious that no article of traffic is more precarious in every respect than fish, from its capture to its last sale to the consumer; it is full of uncertainty. It never can bear continuous heavy expenditure, and if the various operations be not conducted with the most rigid economy, promptness, and care the undertaking must fail.” Then they go on with their Report.

3309. (*Sir R. Hill.*) Those anticipations have not been realized?—No. Then they report in 1853, “Nothing more importantly exemplifies the best, and, as it has always appeared to us, the only sound means of improving this trade, namely, quick and cheap transit to good markets, than the accounts of the increased carriage of fish by railways and steam navigation. Our anticipations on this subject have not been in any degree disappointed, and we look forward with confidence to the steady gradual operation of the railway system, the prime mover of commercial prosperity, especially in remote districts, in developing the resources of both the sea and inland fisheries of this country.” Then in 1854 they report, “Several enterprising persons at Waterford, Kinsale, Galway, and on the banks of Lough Foyle have entered extensively into this trade; and although they afford a constant demand for all the fish brought to these places, it is generally at prices necessarily rendered very low by the cost of transport by the principal railway companies, who apparently do not see the advantage of encouraging the traffic by a reduced scale of charges; for, no doubt, a number of small dealers along the coast would form connexions in Dublin, and send daily supplies of fresh fish to the metropolis if the charges for conveyance were proportionate to the weight. The plan of giving increased advantage to large dealers may, as a general principle, be quite reasonable, if it be more profitable to the companies; but under the peculiar circumstances which affect the trade in fish, from its capture to its disposal, it would be beneficial to the local traders if some modification in the charges of small parcels were made. We have at all times expressed an opinion in our several reports that the encouragement afforded in the facility of transit by railway communication pre-

sented the best prospects of improvement in our fisheries, and we have endeavoured to cultivate with the directors of the two leading lines an intercourse which might lead to mutually beneficial results to the companies and to the fisheries.”

3310. (*Mr. Ayrton.*) Having regard to your knowledge of how the business is carried on, would not the natural way be that the wholesale dealer should send his agent to the fish captor, rather than that the fish captor should have an agent at a distance to transact his business with the wholesale dealer?—The wholesale dealer does not do that, except on the east coast, and there the wholesale dealer has a man watching the boats coming in and buying direct from them.

3311. (*Mr. Hamilton.*) I suppose the middleman buys a boat load of fish?—Quite so.

3312. And a great deal of that I suppose is unfit to be forwarded by railway?—Yes; a great deal of it is thrown away by the middleman, who will not take it. I have seen him casting aside the waste fish. He would not buy it, and it lay there on the fisherman’s hands.

3313. Then it is not your opinion, I presume, that the profit of the middleman is so enormous?—It is enormous compared with the amount that the working man, the fisherman, receives; but it is not so enormous, that which goes into his own pocket, when you come to enter into a calculation of the losses which he may sustain.

3314. Supposing his profits were so enormous, you would naturally expect to see more middlemen in the market?—No doubt.

3315. (*Chairman.*) It will be hardly necessary to read extracts from every Report of the Fisheries Commissioners, but you can read from some of the more important ones.—The extract which I am about to read is from the Report of 1855: “They also complain of being in a great measure deprived of the advantage of the market of the metropolis by the increased rate for conveyance charged by the railway company from Cork to Dublin, which, added to the cost of transit from Kinsale to the former place by cart, a distance of 20 miles, absorbs the very small profit on fresh fish, in consequence of which the Dublin market has been wholly deprived of any supply from that important district.”

3316. (*Mr. Glyn.*) Was there an increase in the rate for that year?—Yes. They speak of the increased rate in that year. The charge was 10s. a ton on that coarse fish. The charge on cod in 1853 was only 1s. per cwt., and in 1855 it was 30s. a ton. I find that in 1851 it was only 16s. a ton, so that the charge had been nearly doubled in 1855, as it was only 16s. in 1851.

3317. There appears to have been a great increase in the rate since the opening of the railways?—Yes, a great increase, and it has been also most fluctuating, for in almost every year the rates have varied.

3318. (*Mr. Ayrton.*) It would be about the sixth of a penny per pound, the advanced rate?—Yes. When you reduce it to a pound of fish only, an increase of a sixth of a penny upon that would appear to amount to very little.

3319. It was a twelfth of a penny before, and do you think that an increase of a sixth of a penny seriously interfered with the consumption of fish by the inhabitants of Dublin?—No, not with the consumption; I do not think it interfered with that, but the Report says, “it absorbs the very small profit on fresh fish, in consequence of which the Dublin market has been wholly deprived of any supply from that important district.”

3320. To make that proposition good, the people of Dublin must have ceased to eat fish because there was an increase in the price of one twelfth of a penny per pound?—It might look in that way, but if the fishermen got nearly the same price in the local markets, then of course he would sell it there.

3321. If fish is consumed in Dublin, and the residents there continue to consume that fish, they can

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afford to pay the enhanced price of one twelfth of a penny, and I do not understand how that would prevent the consumption?—I do not think that makes any difference to the consumer.

3322. Does he not pay the increased cost of production?—Yes. I do not think the increased rate by railway would enter into his calculation.

3323. Do you not think that the retail trader could put on the increased price of one twelfth of a penny without stopping the consumption?—Yes, and a much larger increase.

3324. Therefore the increase of price to that extent would not affect the sale of fish in Dublin?—It would not; but with regard to the fisherman, if he could get a market there, seeing an increased rate put on the carriage of his fish, he would send it to the local market.

3325. If the trader could enhance the price by one twelfth of a penny, he could afford, could he not, to give it to the producer?—Yes.

3326. (*Capt. Galton.*) Has not the fishmonger who retails the fish sometimes to sustain a considerable loss from the weather, and therefore the additional twelfth of a penny per pound for the carriage would become more serious than at first sight it would appear to be?—Of course it would be so. There was a company working in Galway on one occasion, in 1855, called the Royal Irish Fishery Company, and it worked very profitably for many years, until some quarrelling took place amongst the directors, and the company was wound up; but the profits were very large, and the Report made in 1855 to the Commissioners states, "We are the only buyers of ling at this station; were it not for us the fishermen could not bring their fish to a profitable market, nevertheless we give rather a higher price there, for we look upon the people as our own men. In fact, we are getting ling now at 4s. 6d. per dozen of 13 elsewhere, and we give at this station 1s. per couple, because we think the men, by their endurance and industry, deserve all we can do for them."

3327. (*Chairman.*) Do the subsequent reports refer to this subject?—Yes. There are reports of the Fishery Commissioners and the Board of Works which refer to this subject.

3328. Are they all much to the same effect as those which you have already read?—Yes.

3329. Are there any subsequent periods to which you wish particularly to call the attention of the Commissioners?—There are the Reports of 1860 and 1861, and there are passages in those reports which I think are worthy of attention. The Report of 1861 was the last report which the Commissioners made on the subject.

3330. As I understand you, you have had no interviews with the Boards of Directors?—The Commissioners have had interviews with them.

3331. What has been the result of those interviews?—They have ended in nothing.

3332. Have the railway companies said that it would not be to their profit to make any alteration in the rates they charged?—They have not reduced their charges.

3333. (*Mr. Hamilton.*) Do you believe that any reduction in the freight would increase the consumption of fish brought from the western coast?—I think it would be an encouragement to the fishermen on the western coast if, not only a reduction were made in the freight, but if facilities for transit were afforded. I think that one is as important as the other.

3334. (*Mr. Ayrton.*) Do you mean that there is a want of trains to carry the fish?—Yes; the want of facilities, which is alluded to in the reports, at Castlebar and Sligo, they are most important.

3335. Do you think that in either of those cases a full fish train could be made up?—Upon the great Southern and Western Line, when they have large packages of fish, they make up a train.

3336. I mean in the cases in which you say facilities are wanted?—No, I think not—no special train;

but what I would suggest is, that trucks should be attached to the ordinary trains that are run now to carry the fish. I think that the facilities which are required ought to be afforded.

3337. Do the railway companies decline to make a special traffic of the fish traffic in that way?—We have no such thing as special trains for fish.

3338. Have the railway companies refused to attach trucks to passenger trains?—I do not know that they have refused to do so, but I know that they do not do it.

3339. (*Mr. Glyn.*) Have applications been made to them to do so?—I am not aware that there have.

3340. (*Mr. Ayrton.*) I suppose that there is no special traffic in fish, but they might, as in England, put on fish trucks in connexion with passenger trains?—They do not put on fish trucks generally with the passenger trains, they send it by the goods trains, and by that means it takes a long time to get to the market in the first place, and then the train does not start at an hour to suit the senders; for instance, at Castlebar, if a night mail train was put on there, all the fish from that coast could be brought up to Dublin, and be in the market the following morning; but at the present time the fish which is caught on a Monday cannot leave Castlebar until Tuesday at 11 o'clock, and therefore it does not get into Dublin till six in the evening, and it does not get into the market till the following morning.

3341. The railway company does what you suggest from Galway?—Yes.

3342. I suppose it would do the same from Castlebar if there was any desire on the part of the traders to have such accommodation?—No; they do not run a train at all at that hour.

3343. (*Sir R. Hill.*) There is no mail train from Castlebar?—No; the mail train comes from Castlereagh, and between those two places there is a long distance; the mail train from there starts at 12 or 1 at night for Dublin; it does not go on to Castlebar.

3344. (*Mr. Dalglisk.*) Do the trains that are run suit the general demands and wants of the people of the district?—There are general complaints made in that district about the trains.

3345. Are complaints made that the trains are not suited to the wants of the people, either as to passengers or to goods?—Neither to the passengers nor the goods, there being only one train at 11 o'clock in the day, so that people starting from any part of that country must start early in the morning in order to reach Castlebar, which is 16 miles from Ballina.

3346. The train is started at 11 o'clock to allow the people time to come in from distant places in the country?—I suppose that that is the reason as to the passenger train, but the consequence is that not only does the fish lose a market in Dublin, but it arrives at an hour when it is too late to send it on, even if it comes at 11 o'clock, by the Dublin packet boats to England, for they start before the fish arrives, and the fish therefore loses the Liverpool market.

3347. You say that the fish traffic is a very small affair?—It is at present a small affair, but I think it might be much increased.

3348. Do you think it would be right or reasonable for the railway company to alter all their arrangements just to suit the traffic of the country beyond Castlebar, and for the sake of the fish traffic?—I do not think that the arrangements of the railway company there have given satisfaction to any party in the country; there is a general complaint of want of accommodation, not only for passengers, but also with regard to goods, from that district of the country.

3349. (*Lord Stanley.*) Is not this very much a question of judgment, and is it not the fact that a poor country with a very small amount of traffic cannot afford to run trains so frequently or so cheaply as would be run in a country that was otherwise circumstanced?—Yes, I think that follows as a matter of course.

3350. Have you considered how far that which you complain of, namely, an insufficiency of the railway accommodation, is due to that cause, and how far that cause could be removed?—I think it can hardly be so. I think the deficiency can hardly be due to that cause. At night the mail train starts from Castlereagh, and you have to travel from Castlebar, a distance of 20 or 30 miles, to Castlereagh over a very bad road, and at night, before you can get into the mail train at Castlereagh; whereas if they started that train from Castlebar, as I think they formerly did, that would, in my opinion, meet all the requirements of that district, not only as to passengers and goods, but as to the general traffic.

3351. (*Mr. Dalglish.*) Do they never run other trains from Castlereagh?—There is only one train from Castlebar, which starts at 11 o'clock. I think they used to do, but I am not quite sure about that.

3352. (*Sir R. Hill.*) The train from Castlereagh is a mail train?—Yes.

3353. Then the expense of that train is probably borne by the Post Office?—The greater part of the expense, I believe, is borne by the Post Office.

3354. Does not that account for there being no night train from Castlebar to Castlereagh, the Post Office not wishing to have it put on?—I do not know whether the Post Office wishes to have it or not, or whether the Post Office have taken the railway from Castlereagh because they could not get it from Castlebar; but I believe that the whole of that district of country would be better suited and accommodated by the Post Office taking their mails from Castlebar, which is a very important town, rather than from Castlereagh, which is a very poor one.

3355. If the correspondence is small the cost of a mail train could not be borne by the Post Office?—The correspondence from Castlebar and Ballina must be very large. Ballina is a very fine seaport town, and Castlebar is a large fine town.

3356. Are you aware that in Ireland when the Post Office runs night trains for the conveyance of the mails, the Post Office frequently pays very much more than the cost of the whole train?—I did not know that; but from Galway the mail trains have their trucks for the carriage of fish. There are only two trains altogether from Castlebar.

3357. (*Chairman.*) Have you any suggestion to make as to the remedies which you think ought to be applied with respect to the deficiencies on the Irish railways, both as to the passenger and goods traffic?—As to the passenger traffic we labour, no doubt, under a great many difficulties in the way of getting from place to place in consequence of the trains not running in connexion with one another; for example, if you want to come from the west to the south you have a delay at Athlone probably of one or two hours; you also have a delay at Portarlington of one or two hours before you can catch the train on the Great Southern and Western Line. Then if you want to go to Belfast you must remain for four hours at Portadown before you can get a train to go on. And in the same way, if you want to come from Limerick to Dublin you are obliged to stop at the Limerick Station, which is a very bad station, for two hours or two hours and a half before you can get on to Dublin; and there is no accommodation what-

The witness withdrew.

WILLIAM MALCOMSON, Esq., examined.

3363. (*Chairman.*) Are you the chairman of several Irish railways?—I am.

3364. Will you be good enough to mention their names?—I am chairman of the Waterford and Limerick Railway, of the Limerick and Ennis Railway, of the Limerick and Foynes Railway, of the Limerick, Castleconnell and Killaloe, and of the extension from Kilkenny which is now being made to Maryborough; it is opened as far as Ballyragget, as shown on the map.

3365. You are a director, I believe, of other rail-

ever at the Limerick Junction, that is in consequence of the Waterford and Limerick Railway and the Great Southern and Western Railway not running in connexion with each other.

3358. Can you make any suggestion to the Commission as to how these inconveniences can be remedied?—No, I can hardly do so, except that I think the public are suffering by not being able to carry one through continuous route from place to place in consequence of all these opposing interests on the part of the Waterford and Limerick Company, the Great Southern and Western Company, and the Northern Lines, for they are all running, as it were, almost antagonistically to one another, and not suiting each other in any way. If these opposing interests were united in some way it is clear that the public would be very much benefited by it, not alone with regard to facilities being afforded, but probably the necessary expenditure would be very much reduced.

3359. (*Mr. Ayrton.*) In your opinion is the third-class accommodation sufficient in Ireland?—No, it is very bad in Ireland. A third-class passenger, for instance, on the Great Southern and Western Line cannot go to Limerick in a third-class carriage, he must stop at the junction and must book second-class. Then again, a third-class passenger, if he wants to come to Dublin to attend the market, must start early in the morning, although he cannot get back at night, and he does not come up in time for his market in Dublin, but he must remain there till the next day, and then he can get no train back the next day, he must remain there until the third morning, so that in point of fact he pays more than a first-class passenger in consequence of the delays which take place. The number of the third-class passengers is most enormous compared with the first-class; they are four times as many as the first-class passengers in Ireland.

3360. Notwithstanding this want of facilities of which you complain?—Yes, they must travel, but the poorer classes of the people do not seem to understand the value of money or time in that way. They have to attend these markets, and they entirely forget that it would be cheaper for them to travel by a first-class train and get a return ticket, and by that means get back again, as it is from the delays they expend more than the first class-passengers.

3361. Do you think that if greater facilities were afforded by the railway companies a larger number of third-class passengers would travel, or that those who travel would travel more than they go now?—I do not know that a greater number would travel, but I think that it is a very great hardship on the third-class passengers to be obliged to pay more than the first-class passengers.

3362. (*Mr. Hamilton.*) Would not their time be saved if they travelled first class?—Yes; but it is a misfortune just now that the poor man does not feel or understand the value of his time; he forgets that from having lost two days in Dublin, although he has travelled so much cheaper, he has not gained anything. I have observed in some statistics that there were over six millions and a half of third-class passengers who travelled in 1863, while only a million and a half were first-class passengers; the passenger rates are very disproportionate.

ways?—Yes, I am a director in four other railways which are making or are made.

3366. Are they in the same district?—I am a director of the Waterford and Kilkenny, and of a line which is now being made from Rathkeale to Newcastle, and also another from Clara to join the Shannon near Banagher.

3367. Has your attention been called for many years to Irish railways?—Yes; within the last five years more particularly, since I became chairman of the Waterford and Limerick Railway.

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3368. Are you of opinion that the present state of the Irish railways is satisfactory either to the shareholders or to the public?—Not generally so to the shareholders, but the public I conceive are generally fully convenience by our railways.

3369. Have you any suggestions to make to the Commission as to any additional conveniences which the public could derive from the railways in Ireland, or by which the railways could be made more profitable to the shareholders?—I am of opinion that a large amount of relief could be conceded to the railway interests of Ireland by obtaining from Government advances like those which they are at present offering to navigation in the different parts of the country. For instance, at the present time I am a member of the Harbour Board at Waterford, who are obtaining from the Government an advance of money for the purpose of deepening a ford which interferes with the navigation between the city of Waterford and the sea; we are obtaining a loan for that purpose, which is to be repaid within, I think, 40 years.

3370. (*Mr. Ayrton.*) At what rate of interest is the money to be obtained?—I think the interest is to be $4\frac{1}{2}$ per cent., 1 per cent. being to recoup the principal.

3371. (*Sir R. Hill.*) What is the amount of the loan?—25,000*l.*

3372. (*Mr. Glyn.*) Is the rate of interest to be $5\frac{1}{4}$ per cent. ?— $3\frac{1}{4}$ per cent.

3373. (*Lord Stanley.*) You propose that assistance should be given to the railway companies in Ireland by the Government?—Yes, to those railway companies who could show, as the Harbour Commissioners of Waterford did to the Government officials, that they had an income beyond the working expenses of their line that would be a sufficient guarantee for the repayment of the interest and the advance made.

3374. You propose that such loans should be granted on the terms you have named, viz., $3\frac{1}{4}$ per cent., exclusive of sinking fund?—Yes.

3375. If you were to go into the market to borrow the money, would you borrow it at $4\frac{1}{2}$ per cent. ?—We are obliged to pay 5 per cent. and in some instances 6 per cent. where the income of the company is not so much in excess of the working expenses as to afford to the public a guarantee that their loans are perfectly safe.

3376. That is to say, in many cases these companies cannot give perfectly good security, and they are compelled to borrow money on higher terms?—Yes.

3377. Your proposal is that the Government should take a bad security, and should enable you to borrow money at the low rate of interest which usually accompanies the highest class of security?—I propose it where the Government can be satisfied that there is a fund beyond the working expenses of a line, an income that will recoup the interest and the money which the Government should advance. We have a large amount of securities which are called railway debentures, and of those originally the Government, in order to facilitate the making of railways, advanced a third, so that if a railway company obtained powers under their Act to borrow 90,000*l.* by issuing debentures, the Government advanced, say, 30,000*l.*; that was in the early stages of railways.

3378. (*Mr. Hamilton.*) Has that money been repaid?—Almost all of our railway companies are in the course of repaying it, those who have had it.

3379. They are repaying the advance made by the Government?—Yes.

3380. (*Lord Stanley.*) What you suggest is, that the Government should lend the railway companies money at a rate of interest at least 1 per cent. less, and perhaps 2 per cent. less, than you can get the money for anywhere else?—Yes; these debentures are issued for some three, five, or seven years, and they are coming in for re-issue now, and what I would suggest is, that the railway companies, having satisfied the Government that they have a solvent

income wherewith to repay them, should have a facility afforded to them of exchanging those debentures for—in fact, obtaining the money from the Government as they come in.

3381. Do you propose that the Government should lend to you upon the terms on which you could obtain money in the market, or do you propose that the Government should lend to you on much lower terms, making you, in fact, a present of the difference between the two rates of interest?—The Government appear to be willing to facilitate or improve one class of communication, that is, the water communication, by making advances for improvements. There is no question but that Ireland has been advantaged by railways, and may be further advantaged, and by obtaining money in this way it would cheapen the working of the railways, and obtain, for railways perhaps that are to be made, advances from capitalists, on the prospective probability or possibility that when the lines were working that capital could then be exchanged for Government advances.

3382. Will you explain the reason why if this course of proceeding is peculiarly appropriate to Ireland, it does not also apply to the case of any English company?—We have but a limited number of parties in Ireland who have money to invest in railway debentures, and from other sources they have opportunities for getting interest, say, by making advances on land, which there is not the same opportunity of doing in England. Five per cent. can frequently be had for advances on land, and the Irish investing public are very fond of a mortgage on land when they can get it through their solicitor or others; and we have to compete with that class of security in the market, and we must in order to obtain the money often give higher rates of interest.

3383. (*Mr. Ayrton.*) Do you propose that the difference in the amount of the interest shall be a boon or a bonus for the benefit of the railway shareholders, that it should go into their pockets?—It will cheapen the working expenses by so much.

3384. Do you contemplate that benefit being obtained for the advantage of the railway proprietors or for the public?—I think I have shown how it would facilitate and increase the making of railways in Ireland, instead of having to come, as they do generally, to the English market for the money requisite to make a railway.

3385. If you obtain a loan of money at a lower rate of interest there would be so much more for dividends, would there not?—Yes, because as we cheapen the working expenses we can work so much the cheaper.

3386. Do you contemplate any addition to the dividend of the shareholder consequent upon his gain of interest?—The shareholders would benefit and the public too, because as we could work cheaper we should haul cheaper.

3387. Do you contemplate any increase of dividend from the reduction of interest?—Some benefit must result to the shareholders.

3388. Is that the principle upon which you contemplate any reduction of interest?—I think the great object is an increased extension of railways, because—I will take any of the main lines of railway, such as the Waterford and Limerick, or the Great Southern and Western,—as small lines are made into other districts they bring increased traffic on to those lines, but those small lines will not be made unless the capital can be obtained from capitalists.

3389. Do you conceive that the main object of this saving of money by the railway companies is to make lines of railway profitable that would not be profitable without it?—That is one object, and another object is to cheapen the working expenses connected with the system of working railways in Ireland, which we all believe will be a general benefit to the country.

3390. If you propose a reduction of rates which would give the benefit of this interest to the public,

will you state what arrangements you propose that Parliament should make to ensure that reduction of rates in the conduct of your business, and to ensure to the public the benefit to arise from a reduction of interest?—I am not prepared to lay down any plan for that purpose.

3391. What guarantee should we have that the bonus which would be given to the railway companies would be applied for the benefit of the public rather than for the benefit of the shareholders?—I could not suggest any form of guarantee.

3392. Or any arrangement by which we could secure that object as the legal consequence of the benefit that would be conferred?—No.

3393. (*Sir R. Hill.*) The railway companies have maximum fares prescribed?—They have.

3394. Do you think that the companies would consent to reduce the maximum charge if the Government should make the advances which you recommend?—If the advance was made consequent upon such a consideration, I am sure the railway directors would see their interest in doing it, merely to carry out the view which so many entertain, that as you reduce the rates you rather increase the traffic, that is, that there is a per-centage of increase as the rates are reduced.

3395. (*Mr. Glyn.*) Do you think that would be to any considerable extent?—No; I believe that Ireland is peculiarly circumstanced as to a reduction of rates; we have not the population, and we are not inclined to travel so much.

3396. (*Mr. Horsfall.*) Are all the railways with which you are connected dividend-paying lines?—No, some of them pay no dividend.

3397. What rate of dividend do the different lines with which you are connected pay?—There is only one, the Waterford and Limerick, and the dividend has varied from 1 to 2 per cent.; the last dividend was but 1 per cent.

3398. What are the rates upon that line as compared with the rates in England, say on the London and North-western line?—We follow the Parliamentary rates very much in our charges, 1d. a mile for third-class, 2d. for second-class, and 3d. for first-class passengers.

3399. You stated just now that you thought the public were fully inconvenienced by the railways?—Yes.

3400. Is that the opinion of the public themselves?—The public are very difficult to satisfy in the matter of railway accommodation.

3401. Have you had some complaints made?—Yes; but I do not think they have been made with much reason.

3402. Have complaints been made as to the number of trains run or the fares, or both?—More as to the facility of going to one point and returning from it in a day. There is a very general idea that for long distances many persons would like to go and return in a day, but we do not find, particularly with our third-class passengers, that it suits either their convenience or their wants to be able to return in one day.

3403. You do not afford them an opportunity of doing so, do you?—Except upon very short lines; we give them a full opportunity of doing so on short lines, such as we call local traffic. We convenience them on those lines, and on certain days in the week we issue what are called market tickets, which we believe convenience the third-class passenger traffic in the districts which our system serves.

3404. (*Mr. Glyn.*) Do you run those trains at reduced fares?—Yes.

3405. One half?—A little over what would be a single fare for third-class passengers—perhaps a third.

3406. (*Mr. Horsfall.*) Do you find that that pays you?—Yes.

3407. Has not that induced you to make a general reduction of your fares?—We have tried reductions

of fares continuously for a week, and we have not found any advantage result from them.

3408. What per-centage of reduction did you make?—From Kilkenny to Waterford we issued third-class tickets, which we thought were likely to be remunerative, but we abandoned that plan and ran third-class carriages with all our trains.

3409. What was the per-centage of the reduction that you made?—I cannot say just at the moment; it is perhaps four years ago since we tried it, and I cannot speak exactly to it.

3410. (*Sir R. Hill.*) Was the experiment tried for any length of time?—I think from one to two years.

3411. (*Capt. Galton.*) Did you issue return tickets to third-class passengers?—We ran third-class carriages both ways.

3412. You did not give them return tickets, but they paid the full fare each way?—Yes.

3413. Have you ever tried return tickets for third-class passengers except by the market trains?—We tried them for less than a year between the town of Carrick-on-Suir and Waterford, a distance of 15 miles, and we found that our receipts were but 1s. a train mile, and we require at least 2s. a train mile to pay for running a train, exclusive of profit.

3414. Did you do that by attaching third-class carriages?—We ran a special train every morning.

3415. Between what stations did you run the market trains?—We took passengers from Grange, about 10 miles from Waterford, and we charged 1s. for a return ticket there and back.

3416. Do you run market trains to Limerick?—Yes, between Tipperary and Limerick, and the short stations have market tickets twice a week.

3417. From those stations to Limerick and back?—Yes.

3418. Do you find that those market trains succeed well?—They do. We do not reckon that they have largely benefited our income, and I may state, for the information of the Commission—it is peculiar in the Irish at least—that we cannot get the Irish farmers to use largely trains going distances shorter than from eight to 10 miles from town; whether it is that they bring their own horses and carts I do not know; they do not come in by the railway. I speak of this as having come under my own observation. There is a train run for a distance of about nine miles from Waterford to Grange, and the market ticket there and back is 1s. I have watched the income for two years, and I have obtained a return showing the receipts comparatively in the different weeks of each year, and I have not found that the reduction in the rate charged has sensibly increased our receipts.

3419. (*Sir R. Hill.*) Had it the effect of decreasing the receipts?—I have not the returns by me to enable me to say, but I know that I was greatly disappointed. I was an advocate myself for running local trains at low rates, but where there is a farming district, we cannot get the people to use the railway as we would wish for a short distance.

3420. Do you think the experiment has been carried sufficiently far to enable you to arrive at a certain conclusion upon the point?—It requires a long time to teach an Irishman the advantages of travelling in this way.

3421. I think you have expressed an opinion that upon condition of the Government making advances of money at a low rate of interest, the railway companies would consent to a reduction in the maximum charges?—The Government might make it optional with them before they made the advance if they chose to do so. It is one of the things that a railway company must weigh with its traffic manager, whether the advantage would be equal to the risk.

3422. Do you think that the railway companies would make any considerable reduction?—I have never looked at it in that light, and therefore I can scarcely give an opinion upon it.

3423. (*Mr. Glyn.*) Have any of the railway companies with which you are connected already been

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W. Malleson, Esq. borrowers from the Exchequer Loan Commissioners?—All of them.

24th May 1865. 3424. Has the interest been regularly paid upon those loans?—Yes.

3425. And the sinking fund also?—Yes.

3426. It has always been paid regularly?—Yes. The money was generally lent for 20 years, to be paid off at so much a year; and only quite lately the Government has assented to the system which I proposed, that the repayment should not be so rapid. That has been conceded, with regard to some of our lines.

3427. What is the rate of interest now?— $6\frac{1}{2}$ per cent., payable in 22 years.

3428. What was the original rate at which you borrowed it?—4 per cent.

3429. With a sinking fund of 1 per cent.?—The repaying was to take place in so many years; the money was to be paid in 16 or 20 years.

3430. (*Sir R. Hill.*) Have those instalments always been punctually paid?—The Loan Fund Commissioners have never had to proceed against any one, and I think that that is all we can say; perhaps we have been a little slow, and the Commissioners will understand the difficulty there has been in re-borrowing this money. If a railway company does not stand well with the moneyed public, and we have to repay 20,000*l.* in so many years, we have to re-issue what we have been paying the Government 4 per cent. upon, at 5 or 6 per cent., and there has been no doubt a slowness in the re-issuing, but all the payments have been made.

3431. (*Mr. Glyn.*) I suppose in the case of some of the small railways you cannot borrow the money again in the market?—We have had great difficulty in doing so.

3432. Have you done it, or have the Directors been obliged to make themselves personally liable?—The Directors have been obliged to make themselves personally liable.

3433. The money was not borrowed upon the security of the railway alone?—The repaid capital has been mostly borrowed, and there have been cases in which the Directors have been obliged to give collateral security.

3434. In the case of the Ennis and Limerick Company did the Directors give their personal security?—No.

3435. In the first case did they give their personal security?—No.

3436. (*Capt. Galton.*) In the case of the loans from the Exchequer Loan Commissioners for the improvement of the Harbour of Waterford was the money lent to a company or to a trust?—To a trust.

3437. There was no beneficial interest to the members?—No, but there was a beneficial interest to the locality.

3438. (*Mr. Horsfall.*) Do any of the railway companies with which you are connected run in conjunction with steamboats?—There is a through booking system over the Limerick and Waterford Railway with reference to England.

3439. You are connected with steamboats, are you not?—Yes.

3440. It would be to your interest to have a reduction in the fares charged upon railways, would it not?—Yes.

3441. (*Sir R. Hill.*) I think you stated that there are several new lines of railway in which you are concerned now in progress?—Yes.

3442. May I ask you what is the motive for constructing new lines when the old ones seem to be so unremunerative?—It is found that the prices of agricultural produce where railways are introduced improve in proportion, and that makes it advantageous to the owners of property in the locality to encourage the making of railways. In some districts the landed proprietors give us the land and take shares for the value of it, and in other ways they encourage the making of railways, and by these means I believe that the price of agricultural produce does increase by a considerable per-centage.

3443. Taking into account the advantages derived by the landowner and by the farmer from the improved prices of his produce, even these unremunerative lines may upon the whole be advantageous to the shareholders?—They are certainly advantageous to the locality.

3444. Taking all parties concerned into account?—Yes. Taking the community at large into account they are no doubt advantageous, and it is upon the broad principle of benefiting the general interests of the country that I would press the claim of the Irish interests for advances in the shape which I have mentioned. Take the county of Kerry, for instance, in which there is very little railway communication; there has been an indication on the part of the grand jury of that county that they will guarantee a certain amount of interest if railways are made through the county, and we have found the same in other districts where we have been anxious, that is, the Limerick and Waterford Company have been anxious, that their system should be extended with the view of increasing the traffic over that line, but up to this time those lines of railway are not yet in progress nor being made. But the landed gentry are now finding out that the price of cattle and what the farmer produces increases from 5 per cent. to perhaps a larger per-centage by the facilities which railways afford.

3445. Those advantages to the landowners and others would be, I presume, still further increased if the charges upon the railways were reduced?—Clearly.

3446. But that reduction you believe would lead to loss, so far as the proprietors of the railways are concerned?—Yes. I believe that the railways carry the greater proportion of the produce of the country at the present time.

3447. Are there any means, in your opinion, by which the railway proprietors could be compensated by the landowners and others who would be benefited for any reduction which they might make in the fares?—I believe that it would be quite legitimate to associate the land at certain distances from the line with the taxation that might be required. In some districts I believe that the landed gentry would be willing to bear a part.

3448. You are probably aware that several gentlemen from Ireland have recommended to this Commission that the Government should purchase the railways, and then make a large reduction in the charges for conveyance?—Yes; I am aware of that.

3449. Do you think that if the Government were to become purchasers of the railways the landowners in Ireland and others who would be benefited by a large reduction in the charges would be willing to share with the Government the loss?—I should hope they would.

3450. Do you think they would?—I think that all parties in Ireland derive a benefit from railway communications in the country, and from the facility with which their produce in the shape of fresh meat reaches the English markets; that has no doubt largely benefited them, and in that way I think they would derive more benefit than would be equivalent to the additional cost which might be created. The income might have to be supplemented by a charge.

3451. If they took an enlightened view of their own interests, you are of opinion that they probably would be willing to contribute something?—I think that they are becoming increasingly sensible of the advantage of railways, and that they would be willing to be taxed; but to what extent I do not know.

3452. In order to meet the loss that a large reduction of fares would involve?—Yes; the country has been and would be benefited far beyond any calculation that I could make.

3453. (*Mr. Ayrton.*) Mr. Ryan in his evidence, speaking of a practice which he says has grown up of agents going into the agricultural districts to buy up the produce instead of the producers coming to mar-

ket with it themselves, has stated in answer to question 2714 "would the produce of those persons who now sell them to hucksters be sufficient to make it worth their while to go to market and try to sell it if the fares were lower than they are?—Yes; I think so. On the Tipperary line and about the Tipperary district, which is in the hands and management of the Limerick and Waterford Company, they encourage as much traffic as they can between Tipperary and the towns near Tipperary and Waterford. Persons going with their firkin, or perhaps two casks of butter, they give them a free pass to accompany it there, and the result is that a good deal of butter goes in that direction and at moderate charges. In that case they charge for the firkin of butter and not for the passenger?—Yes. Do you think that that creates much traffic?—It prevents this, that when these hucksters come to these people to buy, they will not deal with them; they go to the market themselves with their butter. In Limerick we complain of the absence of that accommodation; but probably it is not a question that should be considered when dealing with the question of the general management of the country. From those very points, Tipperary and nearer to Limerick than Tipperary, the charge upon butter is more than twice the price it is to Waterford, for the passenger has to pay his passage as well, so that the company that manages the other line gives a greater inducement to a person to send his butter in the direction of Waterford, and imposes a penalty upon the person sending it to Limerick. What is the object of that?—The fact is that the chairman of the company is also the proprietor of the steamships going out of Waterford; and, of course, by getting the trade to Waterford the vessels earn freights which they would not earn if the trade came, and probably to a better market in Limerick. You think that in order to drive the traffic into Waterford he actually allows the passengers to travel for nothing if they bring their firkins of butter with them?—Yes; he allows them to travel for nothing to Tipperary, which is nearer to Limerick than to Waterford?—Yes; but Mr. Ryan's information is not exactly correct on that subject. Soon after I joined the railways I arranged over the whole system that a farmer with a firkin of butter should be charged 1d. for the firkin, and 1s. for his ticket. That was universal over the system, that he might take it either way, taking either Clonmel or Tipperary. Either way he paid 1s., and each firkin was charged 1d., and that was done in order to induce the farmer himself to go and sell his butter, and not to have to deal with an intermediate party like a huckster. I was disappointed in the results as to the number of persons who availed themselves of it; but Limerick has not been prejudiced as to that. Other lines of railway with which I am connected, and that are worked by the Waterford and Limerick Company, are worked under joint committees; but the directors on some of those lines were not agreeable to such a system, and it was not followed on the Ennis and Limerick, nor I think on the Limerick and Foynes. On the main line from Limerick to Waterford a farmer could go where he liked.

3454. The same rule prevails over the whole of the line from Limerick to Waterford?—Yes.

3455. The farmer may go either way at precisely the same charges?—Yes.

3456. On the lines in which you are a co-director you proposed to establish the same system, and your colleagues declined to adopt it?—Yes.

3457. It is stated also in the same evidence that there are different rates of mileage, whether you go to Waterford, or whether you go to Limerick, as to goods, are you aware of that difference?—There is very little local traffic between Limerick and Waterford. The great bulk of the Limerick goods traffic for England goes under what is called the through-rate system, either by Waterford or by Dublin.

3458. I think it is stated that the rates are nearly the same, but not quite the same, from Tipperary to Waterford as from Tipperary to Limerick?—There has been some advantage lately in favour of Tipperary as between Tipperary and Waterford, but not very large; the difference is principally caused by terminal expenses. Take, for example, the line from Limerick to Tipperary, there is a terminal expense of 1s. 6d., we then put the mileage on afterwards. The same terminal expenses exist only at Waterford, and from that to Tipperary. You cannot expect that the rates will be co-equal with the mileage.

3459. We understand that you calculate your rates upon a uniform mileage; but the difference is caused by the terminal rate being the same for the longer as for the shorter distance?—Not always. Tipperary is competed with by several water routes to Waterford; and to Dublin there is also a certain amount of competition. The butter merchant will send his goods by the route which will enable the butter to reach England in the cheapest way, and with a certain amount of expedition.

3460. Are we to understand that from Tipperary you keep the rates somewhat lower in order that you may enter into competition, either with the direct route to Dublin, or the route to Cork for England?—The rate is a uniform rate from Tipperary to Liverpool, either by Waterford or by Dublin, and the shipper has his option.

3461. Do you exercise great influence over the board of that railway?—As chairman.

3462. Does it rest with you to propose changes in the rates to the board?—They are left very much in the hands of our traffic manager.

3463. Can you explain to the Commission how the impression has got abroad that you influence the rates in favour of Waterford?—No, I cannot.

3464. (*Mr. Hamilton.*) Have you any through booking rates with this country?—Yes.

3465. With what railway?—With the London and North-western Railway.

3466. Where does the London and North-western come into contact with you, is it at Waterford?—I alluded just now to the Tipperary traffic, and the price of a firkin of butter from Tipperary to Limerick, either by Dublin or by Waterford, and on to Manchester.

3467. By Waterford have you through rates?—With the South Wales Railway there is some through booking, but more for the convenience of the public paying the rate than for any reduction of the rate.

3468. Do you issue through tickets, if they are applied for?—Yes.

3469. To Milford?—Yes, or to London *via* Milford.

3470. (*Mr. Glyn.*) Is there much cattle traffic on the Waterford and Limerick Line?—At particular times it has been our best source of income.

3471. Has it been increasing of late years?—In the last year and a half it has been decreasing, owing to the scarcity of cattle in the country.

3472. Do you think that the present rate of charge affects very much the transmission of cattle over the the railways?—I do not.

3473. (*Sir R. Hill.*) Do you recollect what the rate is upon your line?—No, it is so much a truck.

3474. (*Mr. Glyn.*) Do you consider that the advantages of sending cattle by railway are so great that if the rate was high that mode would be preferred?—We carry nearly all the cattle in the country.

3475. (*Mr. Hamilton.*) Are there any slaughter houses at Waterford, where the cattle intended for the London market may be killed?—Yes, for pigs.

3476. And for oxen?—No, but we have been for the last two years bringing dead meat, mutton, which is killed in Limerick and Tipperary, and young pigs also from the same places, which we take through to Milford for London.

3477. Are you interested in the cattle trade?—Not at all.

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3478. Have you heard complaints made that animals that are brought to London are damaged by being very much bruised?—No, I have not.

3479. Is there at the present time any great traffic in dead meat?—No, not like what the Scotch have from Aberdeen.

3480. Is there any reason why there should not be if you had proper slaughter houses?—I have asked some of our butchers to try it, but they seem to think that they cannot.

3481. Did you never hear of Irish cattle arriving in London so much bruised that they are worth less by so much per pound?—Yes. I have heard that they suffer considerably from the journey. We have not large quantities of fat cattle that go from Waterford to the London market. They are principally store cattle, which come through Waterford and go to be fattened in England.

3482. Are the steamboats suited for the carriage of the cattle?—They are built for them, and they are good boats.

3483. (*Mr. Horsfall.*) The cattle I suppose must be injured more or less by the passage, whether it be rough or smooth?—We find that the cattle men say they prefer the steamer to the railway in some cases. For instance, for the districts about Bristol the short route would be from Waterford to Milford, and from Milford by railway to Bristol, but the cattle men say that the cattle are less knocked about when they are taken direct from Waterford to Bristol.

3484. Then the damage must be incurred at the landing places, for certainly an animal is better stowed in a railway truck than on board ship?—On the contrary, the cattle are generally tied by their heads on board ship, and that is a great support to them.

3485. (*Mr. Gower.*) I understand you to say that you had changed your opinion as to the effect of a reduction in the rates. Was that in consequence of any experiments which you have made?—Perhaps they were not tried long enough, but the result of the experiments that we tried was not favourable. The population is so sparse, and their objects for travelling backwards and forwards are not the same as in other localities. A small farmer does not often want to visit the town.

3486. In what year were these experiments made?—The experiments that were made between Kilkenny and Waterford were made four years since.

3487. Was it during the time of the depression that existed?—Perhaps it was more in that time.

3488. Do you think that the failure was attributable to that state of depression?—I think it was more attributable to the habits of the population—that they did not want to travel as I see them travel in other countries. I cannot account for it, but I have seen the people travelling in Germany and I have been surprised at the numbers. I have seen them travelling in the low-priced carriages, but we do not find that the Irish people travel in the same way.

3489. An experiment tried at a period of depression would hardly be a fair trial?—No.

3490. (*Chairman.*) Can you state over how long a period the experiment was tried?—Only two years.

3491. (*Mr. Gower.*) Do you know what extension of railways has been applied for in the present session of Parliament?—I can give some very general information as to that. A line has been applied for from Thurles to Clonmel and from Clonmel to the coast—to Dungarvan.

3492. What is the distance?—Between 50 and 60 miles altogether. Another line has been asked for near Waterford running through the county, an agricultural line, which the gentlemen in the country are interested in, or should be interested in getting forwarded, which is under 30 miles in length. I do not know what the exact length is.

3493. Are the extensions applied for in this session of Parliament as large as have been on the average applied for in any other session?—Yes, and larger

than they have been for several years, and they are intended more to convenience the agricultural localities than what we should call the trading localities.

3494. (*Mr. Horsfall.*) What has been the inducement to apply for these additional lines, seeing that very few of those already in existence pay?—The object is to improve the value of agricultural produce.

3495. Are these new lines promoted by agriculturalists, or by the people generally?—They are promoted more by the landed gentry than they ever were before.

3496. (*Mr. Glyn.*) Do they find the capital?—Yes, to a certain extent. It is finding the capital by giving land and taking shares for it, it is really, in effect, taking so many shares.

3497. Are these lines of railway generally constructed by contractors in the first instance, do they take the risk?—Contractors have generally been the means by which the lines have been made, and these contractors have borrowed the money in England. The railway, of which I am chairman, from Kilkenny, intended to meet the Great Southern and Western, is being made by a contractor, and that contractor has to borrow his money in London, and it would facilitate such money being borrowed if there was a prospect, when the line was made, of traffic sufficient to warrant the Government in advancing money on its debentures.

3498. What does the contractor take as his security in the first instance?—There are two descriptions of bonds. There are what are called railway debentures and what are called Lloyd's bonds, and those are generally what he gets. The subscriptions are expected to be from 1,000*l.* to 1,500*l.* a mile, perhaps 2,000*l.* a mile, and if the contractor can succeed in getting so much subscribed he gets a large profit in the business.

3499. I suppose the subscriptions are given very much in the shape of land?—Yes, by those interested in the railway.

3500. Do the directors and some of the landowners sometimes give their personal security?—Never.

3501. Have they got much into the habit of issuing Lloyd's bonds in the Irish companies?—In some of them. Where they have the power they use it.

3502. Have they power to do so?—Yes. They have power to issue them under their Act.

3503. (*Capt. Galton.*) Have they borrowed much beyond the loans which they are authorized to borrow under their Acts?—Not beyond the powers of the Act under which the railway has been made, and which has allowed them to issue bonds to a certain amount.

3504. (*Chairman.*) Is the issue of Lloyd's bonds authorized by Act of Parliament?—They have been.

3505. (*Mr. Glyn.*) Is there power to do so under the original Act?—Under the Local Act, which enables the company to borrow money, there is a certain amount of power which the company has. These are ordinary bonds.

3506. Do you recollect any Act in which the issue of Lloyd's bonds is authorized?—I am not sufficiently conversant with the matter to say, but I have been connected with companies where we have issued them.

3507. (*Mr. Ayrton.*) A witness who has been examined has given this evidence. He was asked as to the rate charged for coal carried on the railway, and he says, in answer to Question 2532, "I will give you the rate of charge first to Tipperary. The rate to Tipperary is 4*s.* 9*d.* per ton from Waterford. I believe the distance is 55 miles. Then from Limerick to Tipperary I find they charge 3*s.* 3*d.* a ton, and the distance is 22½ miles, and that is a very great disadvantage as to Limerick in sending coals into the interior?"—The distance

between Tipperary and Cork and Tipperary and Waterford are about the same, and the rate between one point and the other I think rules the coal rate. The coal rates are not always at the same point as common goods rates; they are lower in order that we may secure the traffic wherever we can get it.

3508. What is the reason why so great a preference is given to Waterford over Limerick in carrying coals into the interior?—It is the longer mileage.

3509. Is there not a difference in favour of the port of Waterford independently of that longer mileage?—There would appear to be a little in that way; but it is more to secure the traffic than to give any advantage to Waterford over Limerick.

3510. Do you give through rates upon any part of the line between Waterford and Limerick from England?—From Limerick and Tipperary we make through rates.

3511. Do you make any through rates by Limerick?—Do you mean by long sea?

3512. Yes?—We do not.

3513. Is the effect of these through rates from Waterford to give a great preference to Waterford over Limerick as a place of import?—I do not think it.

3514. How is the traffic divided as to the through rates between the shipowner and the railway company, on what principle is that done?—It was at one time on the principle of a mileage, but latterly it has not been so; the railway has a much larger proportion than the steamer.

3515. Does the railway get the same mileage rate for the through traffic as for the local traffic from Waterford into the interior?—The point of competition is between Tipperary and England. The railway from Dublin to Tipperary and from Tipperary and Waterford are the different ends, still the rate is the same from Tipperary to England by whatever route the dealer chooses to send.

3516. What is the principle upon which you divide the income arising from the through transit?—The principle was at one time a mileage, a comparative mileage, but that is abandoned now, and a larger proportion is given of the mileage rate to the railway now, and the water does not get the same advantage that it did.

3517. Do you get for the railway the same mileage rate as you would if the goods started from Waterford, and were not carried through?—No.

3518. You made a reduction in favour of the through transit?—Yes.

3519. With regard to the steam boat, does the steam boat get the same charge for the through transit as it does for conveying goods to Waterford which are not carried beyond Waterford?—It does not; there is a reduction there also.

3520. Is the reduction made upon any principle of a percentage, and in both cases is it an equal percentage, or is it settled by mere arrangement between the two companies?—It is a matter of arrangement.

3521. Between the railway company and the steam boat company?—Yes.

3522. Is that the company in which you are interested?—Yes.

3523. Is that a public company like a railway company?—There is a smaller number of shareholders.

3524. (*Mr. Glyn.*) What are the terminals at Waterford?—We have a fixed terminal at Waterford as much as at Limerick, and it is generally about 1s. 6d. at Waterford. There is the transit between the railway and the steamer, and that makes it rather difficult to say what it is exactly.

3525. (*Chairman.*) Have remonstrances been made to your board from Limerick, and complaints that Waterford has advantages given to it by the railway company over Limerick?—There may have been, but I cannot remember that there has been any point made of anything that could be complained of.

3526. Has it not been considered as a great grievance by the people of Limerick that Waterford has advantages given to it?—Not at all.

3527. (*Mr. Hamilton.*) You say that a grievance has not been proved, but a complaint has been made?—I cannot remember any complaint coming before our board on the subject for a considerable time.

3528. (*Capt. Galton.*) There were other complaints made by some of the witnesses as to the third-class traffic, and it appeared that the railways which are colored green on the map are all worked together?—Yes, they are worked by the Waterford and Limerick Company.

3529. It was stated that a third-class passenger leaving Ennis in the morning could not get to Dublin in the same day, and that it would take him four days to get from Ennis to Dublin and back again; that he must leave Ennis in the afternoon to get to Limerick, where he would have to spend the night, and then proceed from Limerick to Dublin by train at seven in the morning; and then that there was no return train that day until very late from Dublin, or that there was a train that would take him to Limerick, but he could not get on to Ennis?—That is the case.

3530. Is not that a great inconvenience with regard to the traffic?—I do not imagine that any hardship arises from it, because those trains which meet at Limerick are for the local traffic very much, and the connexion between Ennis and Dublin for third-class passengers is such, that a traveller very seldom or ever requires to return. In those districts the people generally receive their supplies from wholesale dealers in the locality. Limerick supplies one district, Cork supplies another, and Waterford supplies another, and any person wanting to go from Ennis to Dublin would require to spend 24 hours there in order to transact his business.

3531. Another complaint was made as to the trains from Limerick to Dublin, that by some of the passenger trains they had to wait a long time at the Limerick junction?—Yes; and we have remonstrated with the Post Office as to that; but our representations have not yet been attended to. The mails used all to exchange at the Limerick junction; but the Cork people pressed for their train being started from Cork an hour and a half or an hour and three-quarters later in the morning, and that deranged the meeting of the trains. The Waterford and Limerick Company have applied to the Post Office for some remuneration, because they run another train at present, which all acknowledge to be a convenience to the local traffic, and therefore anything which the Post Office requires you to do beyond that, we reckon we have some claim for remuneration for.

3532. Do you carry the mails now?—Yes; the local trains all exchange except this one which is complained of, and which is caused by the Post Office interference.

3533. (*Chairman.*) The delay at the Limerick junction has been for a very short period has it not?—Only for two months; both the day and the night mails met before at the Limerick junction and exchanged the passengers and mails, and carried them without complaint.

3534. (*Capt. Galton.*) But now, in consequence of the later departure of the train from Cork, if you run a train to meet the mail train, you must also run a local train at the present hours?—Yes, we must run an extra train over all our system, and we have asked the Post Office for some compensation for doing so. We run, I think, four local trains both ways in a day over the whole system.

3535. (*Mr. Hamilton.*) What answer have you received from the Post Office?—The subject is at the present time before the officials.

3536. (*Chairman.*) Has there been any diminution in the traffic since this delay occurred at the Limerick junction?—I should hardly think so. I do not think there is any perceptible difference.

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3537. (*Capt. Galton.*) The Waterford and Limerick Railway Company I think had a considerable diminution in their receipts in the year 1863, as compared with previous years?—Yes.

3538. The number of passengers carried fell down from 650,000 to 606,000?—Yes.

3539. Had the fares been raised?—I cannot now remember the cause of it, but I think there was some amount of local passenger traffic that made up a larger amount from some cause.

3540. (*Chairman.*) Have the fares subsequently been raised?—The fares were regulated by the local board, the members of which lived very much at the Foynes end of the line, and they kept the rates down rather lower than was usual over the rest of the Limerick and Waterford system; an advance has been made to equalize the rates over the Limerick and Foynes with what has been charged over the rest of our system rather than any excessive increase.

3541. How much were the fares lowered between Limerick and Foynes formerly compared with what they are now?—I am not able to speak to that.

3542. Has the result of raising the fares been satisfactory to the railway company, as far as their returns are concerned?—It has, or we should not have continued it.

3543. Can you make more money by the high fares than the low ones?—The general traffic of that district has fallen off very little, and there has been great emigration; but the line has not been so remunerative as it was.

3544. Does the Limerick and Foynes line pay a dividend?—No; it does not.

3545. (*Capt. Galton.*) In the year 1861 the total number of passengers on the Waterford and Limerick system was 668,000, and in the year 1863 the number of passengers was 606,000. The total gross receipts from passengers in the year 1861 were 55,000*l.*, and in the year 1863, they were 45,000*l.*; therefore the receipts from passengers had suffered a diminution of 10,000*l.*?—Yes.

3546. Can you say to what that has been attributable?—Largely, I think, to the trade of the country, which, about the time to which you allude, fell off very much. The receipts upon our system had been progressive up to that time and until the last year, since when we have been very much at a stand still.

3547. On the Waterford and Kilkenny line I observe that the number of passengers in 1861 was 69,000, and in 1863 the number was 72,000; and the receipts have increased from 7,000*l.* to 8,000*l.*, as between those two years; therefore both passengers and receipts on the Waterford and Kilkenny line have increased, whereas on all the other parts of the system they have decreased. Can you give any explanation of that?—The Waterford and Kilkenny line was in a very depressed state for some years; but since the Waterford and Limerick Company got a portion of it we have gradually improved the state of things; the receipts have gradually increased, both upon goods and passengers, since we had the working of it.

3548. Can you state how the improvement has taken place?—I do not know, any more than that we have inconvenienced the public by arranging our trains for them. I have a short return as to the third-class passengers, which perhaps may be interesting to the Commission. The per-centage of third-class passengers which we carry over the Waterford and Limerick line is 30 per cent.; on the Limerick and Foynes line, which has been inquired about, the per-centage is about 60·11 per cent.; on the Limerick and Ennis it is 42·14 per cent.; on the Limerick and Castleconnell, and Killaloe 54·52 per cent.; and on the Waterford and Kilkenny line only 27·47 per cent.

3549. (*Mr. Hamilton.*) To what year are you referring?—1864.

The following paper was handed in:—

WATERFORD AND LIMERICK RAILWAY SYSTEM.

Return showing the total passenger traffic for year 1864, and the proportion thereof under head of third-class passengers.

Passengers, all classes, No.	Name of Company.	3rd Class Passengers, including return.		Total passenger traffic.	Per-centage of 3rd Class.
		No.	Amt.		
219,003	Waterford and Limerick	112,817	7,669	25,587	30·
63,046	Limerick and Foynes -	46,263	2,372	3,946	60·11
48,830	Limerick and Ennis -	29,316	2,203	5,228	42·14
57,915	Limerick and C. Connell and Killaloe.	41,665	910	1,666	54·62
55,804	Waterford and Kilkenny	27,117	2,082	7,579	27·47
NIL.	Kilkenny Junction -	No traffic in 1864.			

3550. (*Capt. Galton.*) It seems to have fallen off in the per-centage very much in 1863?—Yes.

3551. In 1863 were you running the return trains which you have spoken of?—I think we discontinued them at the end of 1863.

3552. Do you think that the reduction in the third-class traffic, which seems to have taken place may be attributed to that in any way?—It may in some small degree.

3553. I observe that in the year 1863 the number of third-class passengers must have been at least 40 per cent., if not 45 per cent., of the whole number of passengers?—The Waterford and Kilkenny Railway is a railway which is owned by parties in England, and some of the railway directors were anxious to make the experiment of running third-class carriages with all the trains, and facilitating the exchange of third-class passengers over the line. It was tried for a time, but the monetary results were not favourable, and it was discontinued, for they considered it was not for their interest to run third-class carriages with all their trains.

3554. (*Chairman.*) There was a considerable increase in the number of persons that travelled, as I understand you, but the results were not satisfactory?—No.

3555. (*Mr. Gower.*) Was a majority of your shareholders English or Irish?—In the Waterford and Limerick line they are Irish, but in the Waterford and Kilkenny the shares are largely held in England.

3556. (*Mr. Hamilton.*) You have stated that you found it difficult to induce the Irish people to travel. It would appear, however, that when you reduced the fares they did avail themselves of the railway very much more?—I spoke only of short distances, from what we should call omnibus stations.

3557. Is it not really after all a question of price, and not that the people are indisposed to use the railways?—I think that the population of Ireland are not inclined to travel much. I mean that the agricultural population are not so inclined as town populations to travel, and they will not be tempted to travel by low rates so much as a town population may be.

3558. (*Mr. Glyn.*) Have they in fact any means of travelling?—They have not.

3559. (*Mr. Hamilton.*) They have not the means, even if they pay low fares?—I suppose that they have more means to pay the low fares than the higher ones.

3560. Does your board ever receive an offer of traffic, which, upon consideration, they feel themselves justified in declining, because they believe that it will not be profitable?—I do not recollect much of that, except perhaps occasionally in the timber trade. The owners of woods have once or twice made proposals to us that they would cut down the trees if we would carry the timber at very low rates of charge to a shipping port, but we have scarcely any traffic offered to us.

3561. Have you no mineral traffic?—Yes; we have mineral traffic from Birdhill which is on the Castleconnell line, and which we carry to Water-

ford at a favourable rate. We carry all that we can get of that.

3562. (*Sir R. Hill.*) Do Bianconi's cars run in competition with your lines in the same districts?—No, they do not.

3563. Do you know what Bianconi charges per mile?—No; I am not aware of that.

3564. (*Chairman.*) I believe it has been stated that cars run into Limerick from some place 10 or 12 miles from Limerick every day, loaded even beyond what they are licensed to carry, while your trains are running comparatively empty?—There are cars from the neighbourhood of Bruff which come into Limerick.

3565. (*Mr. Glyn.*) Have any propositions been made to your board by the owners of mines to convey a certain given large quantity of coals by your railway at reduced rates?—We carry, I believe, all the minerals that are produced in that district.

3566. Have any parties offered to send an increased quantity to your railway if you would reduce the rate?—We have had proposals made to us to bring coal back to them, I think more than to carry minerals in increased quantities—the object is to get coals for smelting purposes on their premises.

3567. (*Mr. Horsfall.*) Do you bring the coal back at comparatively low rates?—We did not agree with the parties at the time, and the subject was dropped, and it has not been renewed since.

3568. Do your trucks return empty?—No; we carry a large quantity of Indian corn and bread stuffs into the country on the trucks which bring the minerals down.

3569. Do you carry much coal on your railway?—Yes; a considerable quantity. I cannot say that it is an increasing one, but we do convenience the locality in supplying the coal for consumption; but you can scarcely increase the quantity consumed in agricultural districts, for the parties will buy just what quantity of coal they want, and you cannot, by reducing the rate 1s. or 2s. a ton, increase the quantity of coal consumed, for the farmer will not burn more coal than he just wants. There are no manufactories or scarcely any in the districts that we run through.

3570. (*Mr. Glyn.*) And is there no appearance or probability of manufactories being set up?—There are some small manufactories which are increasing. I am connected with manufactories which are extending, as manufacturers follow the population.

3571. Would not coal carried at a reduced rate be a great convenience to the consumers?—As far as the manufactures with which I am connected are concerned, water communication conveniences us quite as much as the railway, and it cannot be competed with.

3572. (*Chairman.*) Almost all the manufactures in the district are in your hands, are they not?—There are some small ones which I am glad to see increasing, but not to any great extent.

3573. Do you use water power or steam power in your manufactures?—We use both; our water power has gone partly now, for there is scarcely any in the summer, and we are therefore obliged to have recourse to steam power as well as water power.

3574. Which is the most inland town in which you have established any manufactories?—Clonmel.

3575. Is the manufacture flax or cotton?—Flax.

3576. (*Capt. Galton.*) The number of tons of coals carried on the Waterford and Limerick line over the whole system in 1861 was 33,000, whereas in 1863 it was only 21,000 tons; can you in any way account for that decrease?—We competed for some time in supplying Limerick with coal, and possibly it was at that time that we tried to bring the Welsh coal by the railway into Limerick.

3577. Your receipts were 5,000*l.* in 1861, and only 3,000*l.* in 1864?—Yes.

3578. Therefore you appear to have benefited by that traffic?—Yes, to some extent; but then the working expenses must have been larger.

3579. (*Mr. Ayrton.*) We have been informed that if all your rates were reduced 50 per cent. you would

have such an increase of traffic that in a few years you could make good any immediate loss consequent upon a reduction; is that your opinion?—If there were minerals or anything else in the country to be carried, I should feel sanguine that a reduction of rates would be beneficial; but I think the railways at the present time do the great bulk of the carrying of the country.

3580. Is it your opinion, taking the country as it is, that there would be no such increase ultimately as would make good any deficiency?—I do not see where it is to come from.

3581. Is it your opinion that any reduction of the rates would produce any such increase of traffic as would make good any deficiency in the income?—If I thought that such would be the case I should advocate it upon our own system.

3582. Is the contrary of that the opinion entertained by your directors?—I think so, and we are a very united board in our working.

3583. Who are the other directors of your company?—Mr. Bianconi is one of them; they are principally gentlemen connected with Waterford and the locality; one or two live up the line. Mr. Fennel lives up the line.

3584. Are those gentlemen well acquainted with the condition of the country and its requirements?—I believe there is no board in Ireland who know it better, or who have studied it more than we have.

3585. (*Mr. Glyn.*) These questions have been considered and discussed at your board from time to time?—Yes; Mr. Bianconi understands the traffic of the country as well as any man, I think, and we work very much in accord with him.

3586. (*Mr. Ayrton.*) Can you say whether you have had any applications made to you for special rates within the last two years; and, if so, in how many instances?—Our special rates will be for the traffic with the other side; with Glasgow perhaps, and the application will be from Limerick I expect, and Glasgow, as to sugar, which is a large article that comes from Glasgow—Glasgow is communicated with by three routes—one by sea, from Limerick to the Clyde, another from the Clyde to Dublin, and by canal or railway to Limerick, and another from the Clyde to Waterford and on to Limerick, and we may have had applications made to us to reduce the rate, but there would be a consequent reduction made for all the routes if we did it.

3587. Have you, except as to sugar, had any applications made to you to make special rates, in order to facilitate and develop traffic in particular articles during the last two years?—I do not remember that we have had any.

3588. (*Chairman.*) You are of opinion that the falling off which would be occasioned by any large reduction of the rates would be not temporary only, but permanent?—I am certain that it would be permanent.

3589. (*Capt. Galton.*) It appears that your cattle and sheep traffic has increased a good deal in the last three years. Does that go to Waterford and then to England?—Yes, and the pig traffic is large; they are slaughtered in the locality.

3590. I observe that the cattle traffic has increased from 31,000 in number to 39,000, and the sheep from 32,000 to 42,000. The pigs have decreased from 246,000 to 228,000?—The cattle traffic was progressively increasing until the last season but one, and I may say that there has been a falling off generally.

3591. This is a return for the last season but one, which shows an increase?—The last season I should have said.

3592. (*Mr. Hamilton.*) Has there been any alteration in the rates charged in the meanwhile for carrying cattle?—No; the rates have been the same. I think there was an advance made in the rates, perhaps two or three years ago—10 per cent.—generally over the system of the Waterford and Limerick and the Great Southern and Western lines, which are the two lines

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that we work, and we generally arrange to work as much in harmony with one another as we can.

3593. (*Capt. Galton.*) It is said that if the cattle were carried for lower rates a much larger proportion would be carried?—I do not think so.

3594. (*Mr. Hamilton.*) Have the cattle been leaving the country by any other routes since you raised your charges?—No. I believe that the local rates are sufficiently low to secure the bulk of the trade.

3595. (*Chairman.*) Do you believe that any considerable amount of saving in management could be effected by amalgamating the small lines with those with which you are connected, say, with the Waterford and Limerick?—No doubt there could be.

3596. To any considerable amount?—Not to any large per-centage; we are anxious for such an arrangement, but the local shareholders are not satisfied that it should take place yet.

3597. I believe there have been some negotiations for the amalgamation of the Waterford and Limerick Line with the Great Southern and Western Line?—Yes.

3598. (*Mr. Hamilton.*) You have stated that, in your opinion, it would be desirable to have a guarantee from the Government to reduce the rate of interest upon the debentures; supposing you obtained that guarantee, to what extent do you think you would benefit by it in figures?—In figures I should think that our system would benefit by some thousands a year.

3599. Do you know what the amount is that you now have to pay in interest?—Yes.

3600. In 1863 it appears that your debenture and other debts were 300,000*l.* and odd?—321,000*l.*

3601. It is stated in the document before me for 1863 that the amount was 301,000; what rate of interest were you paying upon that?—Between 4 and 5 per cent.

3602. Then what could you possibly expect to save if you obtained a Government guarantee, which including the sinking fund would amount to 4½ per cent.?—If the Government would choose to exchange our bond debt and preference debt for that, it would give us the advantage of 1 per cent. upon the original capital.

3603. I mean the debenture debt alone, not the preference stock. If it takes 1 per cent., that would be a saving of 3,000*l.* a year, but would that enable you to give the public the advantage of any appreciable reduction in the fares?—Not largely, but why I would press this more on the attention of the Commission is, that I think it would be attended with the advantage of inducing an extension of railways through the country, which would be a great thing. Legislation, I think, in that direction is one of the things most likely to be beneficial to the community generally in Ireland.

3604. Is it not wholly without precedent, or can you refer to any instance in which the Government has given a guarantee?—Not to railway companies. I may mention that I have applied within the last six months to the Government on behalf of our boards, and they have conceded to the extent I have named over the amount of loan which is still unpaid from our companies.

3605. That I suppose was with a view to help you out of a temporary difficulty?—It was to enable us to finance better.

3606. Did you never hear that a proposal that was made to guarantee the capital of a railway company in Canada was favourably entertained by the Government?—I did not.

3607. (*Mr. Ayrton.*) Did not the Government advance money to complete the Dublin and Kingston Railway?—They advanced a large sum of money to complete the Dublin and Galway Railway. They loaned it at 3½ per cent. to the company. They have had it continuously at that rate.

3608. Has not the Dublin and Kingston Railway paid 10 per cent. dividend until lately?—I cannot

speak to that. That line was made before I became connected with railways.

3609. With reference to one of your lines, a gentleman who has been examined has stated in answer to question 2786, "There are cars running at the present time to certain points upon that line, and there is an immense traffic that is not taken by rail; from the Bruree district there is a four-horse car, and there are others running from Bruff Kilmallock and Killynally to Limerick, and people living between Bruff and Bruree; even those living in Bruree walk a distance of seven miles to get upon that car because they only pay half fare. From Bruff to Limerick the charge is only 9*d.* for a distance of 12 miles." Has your attention been called to that state of things?—That district is inconvenienced by the line called the Cork and Limerick direct, and which we do not work.

3610. (*Mr. Gower.*) I understand you not to be of opinion that the boon granted by the Government should be unconditional?—No. I say that it should be conditional upon the railway company, showing that they had a traffic which, beyond their working expenses, would be a guarantee for it.

3611. Should they not require as a return for that boon any concession to the public?—I have been asked that question, and I expect that the railway companies would consider that question favourably, but how far they could meet the views of the Government if they obtained a loan from the Government I could not at the present moment express an opinion upon that would be of any value.

3612. (*Mr. Hamilton.*) I see that the total preferential stock and debenture debt of the Irish railways in 1863 was about ten millions sterling?—Yes.

3613. One per cent. upon that would give 100,000*l.*?—Yes.

3614. Would 100,000*l.* a year applied throughout the whole system of railways enable the companies to give any great advantages to the public in the way of a reduction of fares?—I expect that the railway companies would gladly sacrifice one half of that amount, which would be 50,000*l.* a year.

3615. (*Mr. Glyn.*) You could not deal with the preferential stock as you can with the debenture debt; there is nothing to induce the preferential stockholder to give up his preferential 5 per cent., which has been paid to him regularly?—A large portion of the preferential stock is terminable, and the railway companies have the power to pay it off every five years.

3616. Do you wish to pay it off?—We cannot pay it off.

3617. If you were to do so it would become due at a certain time?—Yes. If the Government would assist us I may mention that a large proportion of the capital invested in Irish railways is held in Ireland, and if that could be set free in one place I think it would be invested in another, at least a proportion of it.

3618. (*Chairman.*) Would not a large proportion of the Irish railways be paying well now if they had been originally paid for with ready money?—No doubt of it.

3619. Is it because they have been so much in the hands of contractors that they do not pay well?—Yes. The contractors have sold their securities at the best price they could get for them, that is the case now, and they sell them in the English market at a discount.

3620. (*Mr. Ayrton.*) The working expense of all the lines in Ireland appears to be 750,000*l.*, and if you receive 100,000*l.* by the assistance of the State, I presume you will be able to reduce your charges to the extent of one-seventh of that amount?—Yes.

3621. But you could not reduce your charges to the public to the same extent?—We should look for some little profit by the arrangement, but we should be glad to give a large proportion of it to the public.

3622. You would reduce your whole charges to the extent of 100,000*l.* on your gross earnings of 1,500,000*l.*?—It is not that so much as it would be

a large measure of general benefit to the public. As I have before stated, funds for making railways are often provided by parties locally interested, and it has been for the benefit of the localities that the money has been advanced.

3623. (*Chairman.*) It has been stated that if the Government were authorized and were willing to buy up all the railways in Ireland they would meet with no difficulty on the part of the shareholders in obtaining them for 50 per cent. of their nominal capital; do you agree with the opinion which has been so expressed?—As far as our companies are concerned with which I am connected I think we should be glad to sell at 50 per cent. of the original cost.

3624. (*Mr. Glyn.*) The Great Southern and Western Railway Company would not like to do that, I suppose?—I suppose not.

3625. (*Mr. Ayrton.*) Can you give the Commission any idea what would be the probable per-centage of increase in the working expenses, if your traffic were doubled in quantity. Do you think the working expenses would become double, or increase in a lesser ratio?—That depends upon whether you refer to goods or passenger traffic; the passenger traffic frees itself; we have no terminal charges upon that; it is not in the same proportion.

3626. Take the goods traffic, would the working expenses be double, or in a smaller proportion?—I do not think that the working expenses increase beyond a certain proportion.

3627. (*Chairman.*) Are your goods trains light or heavy generally?—The goods trains are not heavy, on account of our gradients not being very good, and the curves not being good.

3628. Could your engines draw a larger number of trucks in goods trains?—No, not generally.

3629. (*Mr. Ayrton.*) Do you send forward full trains, generally speaking?—Our goods trains are more gather-up trains, and they convenience every station along the line; they arrive, perhaps, full at the far end.

3630. (*Mr. Glyn.*) As to the passenger trains, you could carry, I suppose, a greatly increased number of passengers?—Yes.

3631. And without incurring any increased expense?—Yes.

3632. (*Mr. Hamilton.*) One of the witnesses examined stated that the railways could carry coals at a farthing per ton a mile. Do you believe that could be done with your gradients?—I do not think so. I am connected with a company on the continent, and we send a very large quantity of coals at a halfpenny a ton per mile.

The witness withdrew.

MR. JAMES C. COOPER examined.

3648. (*Chairman.*) Are you well acquainted with the cattle trade of Ireland?—I have done a great deal in it, but not in a very large way, not so much as the regular dealers in cattle.

3649. Have you paid attention to the transit of animals by railway in the south of Ireland?—I have.

3650. Are you of opinion that the transit is not as large as it might be if railway companies afforded greater facilities?—I am.

3651. Will you state to the Commission any facts upon which that opinion is founded?—I find in the Agricultural Return for the year 1863, that of cattle and horses that travel by railway in Ireland there were 528,473, of sheep 470,205, and of pigs 770,941. That I find in Thom's statistics, and I find also in the agricultural returns of cattle in Ireland that in the year 1863 there were of horses and cattle 3,717,454, of sheep 303,931, and of pigs 1,064,802; that is, out of the whole number in the agricultural returns only one-seventh of the cattle and horses went by train, and one-seventh of the sheep, and three-fourths of the pigs.

3652. Supposing the agricultural interests to be flourishing, have you ever calculated what proportion

3633. What is the worst gradient upon those lines?—The gradients generally in Germany, where the mines to which I allude are, are good; they can haul a 250-ton train.

3634. (*Chairman.*) What are the prevailing gradients on the Waterford and Limerick line, and what is the worst gradient?—I cannot give a correct statement upon that.

3635. Are there any gradients of 1 in 100, or worse than that?—There are a few worse.

3636. For any distance?—They are not very long; perhaps a mile and a half.

3637. (*Mr. Hamilton.*) Do you know what the lowest rate charged on the English lines for the coal traffic is?—I do not think it is more than a halfpenny.

3638. Finding the waggons?—I believe the parties find the waggons at a halfpenny; on the continent they do not do that.

3639. (*Chairman.*) Do you take an active part in the management of the foreign railway with which you are connected?—It is as the owner of minerals and coals that I speak of those railways.

3640. What railway do you refer to?—The railway on which the mines are; the railway runs through Westphalia, and it is called the Cologne and Minden line. The coal is brought largely into Holland from that district, and they carry the coals for a halfpenny a ton per mile, and find the waggons, and they do reckon to make a profit—in fact it is one of the sources of profit to the Dutch-Rhenish line, and it is an increasing one.

3641. (*Mr. Hamilton.*) At what rate do you carry coals upon your railway system in Ireland?—We charge generally more than a penny a ton per mile.

3642. (*Capt. Galton.*) I believe it is 4s. 9d. from Waterford to Tipperary?—Yes.

3643. (*Chairman.*) Which is a distance of 55 miles?—Yes.

3644. (*Chairman.*) For the coals which you use at your manufactory at Clonmel is the charge a penny a ton per mile from Waterford?—In Clonmel we use water power, because we have plenty of water power there.

3645. (*Mr. Ayrton.*) What is the rate from Waterford to Clonmel for coal?—I think they charge 2s. 3d. for 27 miles, which is a penny a ton per mile, but there we compete with the river, which carries at the same rate.

3647. Are special rates given to individuals on the line, or are the rates published?—No; we have no special rates.

3647*. (*Chairman.*) Have you anything further to state to the Commission?—Nothing else occurs to me.

W. Malcomson
Esq.

24th May 1865

Mr.
J. C. Cooper.

Mr.
J. C. Cooper.
24th May 1865.

3658. Do cows also migrate?—Yes, of all ages.

3659. Do you think the cows travel once a year by railway, or that they ought to travel once a year?—No, I do not think so. I think that the cows which have milk do not travel more than once every three years.

3660. Probably only once in their lives?—A great deal oftener than that; they travel into the dairy farms often, and when lean they travel out of the dairy farm into the grazing farm, and they are fattened there, and then they travel out of that to be sold, that is three travellings, and sometimes they are changed twice as stores.

3661. In those migrations would they not be generally at comparatively small distances from the farm to the market-town in the neighbourhood, and from thence perhaps to another farm in the same county?—No; the south of Ireland is largely dairy, and then these dry cows, as they call them, go into the grazing parts of Ireland, that is into the county of Meath, Westmeath, and Kildare, that is a great number of them, if they do not all go.

3662. Bearing in mind that there are many ports in Ireland from which cattle are exported, would you not have to deduct a considerable area around those ports from which the cattle would go to market without using a railway?—Yes, to some extent, but not a large area, as the fattening districts are generally distant from the shipping ports, and so are the principal store cattle pastures.

3663. (*Mr. Horsfall.*) Have you heard any complaints made in Ireland as to the rates charged on the railways being too high?—The usual complaints that I have heard as regards the prices are that they are a third too high; some people say a half. I should be inclined to say a half, but a third is the usual complaint. I have asked the question, and I have heard that.

3664. Do you think that a deduction of one third in the present rates charged would materially increase the traffic?—I think so.

3665. (*Mr. Glyn.*) Is the same rate charged by nearly all the railways?—There are some slight variations I know, but they are almost all equal.

3666. Which is the line of railway on which the lowest rate is charged?—I think it is the Waterford and Limerick, of those railways that I know.

3667. Do you recollect what the rate is per truck per mile?—Last year it came, I think, to about 6s. a head.

3668. We have been informed that there is a great deal of traffic on that line of railway at that rate?—Yes, there is.

3669. What is the rate charged on the Midland Line?—I do not know.

3670. It is higher, is it not?—I do not know.

3671. (*Chairman.*) All fat cattle that travel any distance at the present time go by railway, do they not?—Yes, almost all. There are some of them that go short distances by road.

3672. That would always be the case, would it not, whatever the charge was?—No, I think not.

3673. But for a distance of two or three miles?—Yes.

3674. Or for five or six miles?—Yes, I should say any distance under about seven or eight miles.

3675. Do you think that any deduction in the rate charged for cattle would induce farmers to fatten a greater number of beasts?—I do not exactly know, but I do not think it would have that effect.

3676. Do you think that the chief increase that is practicable is in store cattle?—Yes, I know that there are thousands of cattle bought in the county of Cork and in Kerry, and those cattle that ought to be put into a train are all walked.

3677. (*Capt. Galton.*) Where do they go, to Dublin or to Liverpool?—They go into the counties of Clare, Galway, and Mayo, and they also go into Kildare, Meath, Westmeath, and Dublin.

3678. To be fattened?—Yes, and some half fattened.

3679. (*Mr. Ayrton.*) Do you know whether calves are enumerated as horned cattle?—Yes.

3680. Is there not considerable delay in the movement of cattle in those large districts in Ireland where there are no railways, the breeding or growing counties, and do the statistics to which you have referred include those counties where there are no railways?—No, the breeding is the greatest in the dairy counties.

3681. In what way are they employed in the large counties where there are no railways?—They rear up the cattle there to have them fattened in the pasture counties.

3682. Therefore one of the journeys would be made in the district where there is no railway?—It would be partially, but there are railroads all through the places that I have gone into; they are not quite through the country yet, but they are through the main part of it.

3683. (*Chairman.*) Can you give the Commission any instances in which, to your knowledge, store cattle are now driven which might be put on the railways?—I should say that they are driven very often from 50 to 100 miles.

3684. Do you mean in the vicinity of any railways?—Yes, in a great many instances.

3685. (*Sir R. Hill.*) Can you name those places?—Yes; I can point them out on the map, if you wish it.

3686. Have the goodness to do so?—There are cattle bought in the western parts of the county of Cork and Kerry, and they go into Limerick in that direction (*describing the same*), and on to Nenagh and Roscrea, and Banagher, and a great number go to Mullingar; a number of them also go to Killaloe and Ennis, some to Tuam, and numbers to Athenry, to Ballinasloe, and Mullingar; 1 and 2-year olds also go from Limerick to Clare and Galway, and the dairy cows, not in calf, to the midland fattening pastures.

3687. (*Mr. Ayrton.*) I understand you to say that the store cattle are driven from the western part of Limerick to the county of Cork, to the markets at Athenry and at Ballinasloe?—The greater quantities of them go to Mullingar, and large droves of them go into Kildare.

3688. There is no direct railway route from one point to the other, is there?—There is the Great Southern and Western, and the railway from Killarney to Limerick, and from Limerick to Ennis, that would take them a large part of the way into the county of Clare.

3689. (*Capt. Galton.*) Do you think that if the rates were sufficiently low a larger number of cattle would be taken that way?—Yes.

3690. What rate do you think would be sufficiently low?—I would ask to have half off the present rate; but the dealers in cattle of whom I have inquired only ask for a third off.

3691. Have you compared the rates charged in Ireland with the English rates?—I have.

3692. How much higher are they than the rates for similar distances in England?—Those that I know from York to Liverpool are nearly equal; they are not a great deal lower. Then on the North-western line they will take cattle from Waterford to Liverpool, and down the North-western to London for 2s. a head. That is 9s. from Waterford to Liverpool, and 2s. more if sent from Waterford to London *via* North-western, total 11s. Waterford to London.

3693. (*Chairman.*) That is from Waterford to London?—Yes. From Chester cattle are booked through to Dublin for less than from Dublin to Tipperary, both routes having empty return trucks.

3694. (*Capt. Galton.*) Do you know the rates on the Great Eastern railway from Harwich to London?—No; I know the rate from Waterford to Bristol would be 11s., and from Bristol to London it would be 11s. 8d., making 22s. 8d.; more than double the rate *via* North-western.

3695. Is that per head or per truck?—Per head.

3696. (*Mr. Hamilton.*) What would be the rate from Waterford to Liverpool, and then from Liverpool to London, the total charge?—Only 11s., 11s. 8d. cheaper by North-western route than by the Great Western, which should be the route; from Waterford to London is the same sea distance and half the rail distance, *i.e.*, *viâ* Bristol.

3697. (*Mr. Ayrton.*) Will you explain how the cattle traffic would be conducted as you suppose from the western part of Limerick to Ballinasloe by railway; where would it go on to the railway?—They would train the cattle into Ennis, or they could train them to Parsonstown and Portumna, or they could train them all through the county of Kildare.

3698. That would be a very round-about way, would it not?—No.

3699. Would not the railway distance be nearly one-third longer, or half as long again?—No, I do not think so.

3700. (*Mr. Glyn.*) When you mentioned the rates on the London and North-western line for cattle, had they not some relation to the quantity sent?—No.

3701. There must be, I suppose, a train load?—I do not know that; I was not asked a question as to quantity.

3702. Did you never inquire into the fact?—No.

3703. (*Mr. Hamilton.*) Do you know the rate charged to London by way of Waterford and Milford?—I do not know the rate; it is higher than the rate by way of Liverpool and the North-western line.

3704. Although the sea-passage would be shorter?—Yes; I think that they take horses that way from Limerick for 2*l.* each, and they send over killed sheep also by that route. I think they charge for them 5*s.* 6*d.* a hundredweight, and then they go on quickly, that is, by Milford Haven.

3705. (*Chairman.*) It has been stated that there is one advantage in driving cattle along the road, which is, that it enables the driver to dispose of a portion of them on the way. Do you think that any weight is to be attributed to that?—I think that that only applies to a small portion of them; it only applies to the end of their journey. The great bulk of them go on far.

3706. (*Mr. Ayrton.*) Have you been able to ascertain the cost of driving cattle from the western part of the county of Limerick to Ballinasloe Fair as compared with the charge by railway?—An instance occurred the other day to myself. I bought 20 cattle at Killarney, and I wished to bring them to a station between Charleville and Limerick. I inquired the rate, and it would have come to 4*s.* a head. I drove them on the road for 1*s.*, when I would rather have paid 2*s.* to have sent them by a train.

3707. In that case you drove, I suppose, straight across the country?—No; but it is a great way across.

3708. (*Capt. Galton.*) About how many miles did they travel?—I should say the distance would be nearly 50 miles.

3709. (*Chairman.*) For that distance, unless the rate had been reduced to one half, you would still have preferred to drive them along the road?—Yes.

3710. (*Mr. Ayrton.*) Can you give us any other instances?—I have been told by a trader in cattle, in Waterford, that he walks them from Clonmel and Caher for less than half the charge by the train: and a dealer in them at Cork, who sends over here largely, has told me that if there was a third taken off, he would never send a cow along the road; and have also been told by an extensive grazier in Clare, that he would send at reasonable rates a thousand sheep to Dublin annually, which now he sends to Ballinasloe to sell; others in his locality do the same for identical reasons.

3711. Have you made any calculations that have satisfied you that the railway companies could afford to carry them at two-thirds of the present rate?—The only calculation that I have made has been by comparing the number that travelled in the year 1863 with the whole number in Ireland, and I have

found that the number that travelled was only one-seventh of the whole number, and I would suppose that that number would be increased to four or five-sevenths, and also that they would travel further by train.

3712. Your calculation is that the traffic would be increased four or five fold in the course of time?—Yes, I should think so, after a few years.

3713. Do you think that after that time, with increased working expenses, the traffic would return a larger profit to the railway companies than it does at present?—I do not quite understand that question.

3714. You have stated that the greater part of the pigs are now sent by railways?—Three-fourths of them.

3715. (*Capt. Galton.*) Why is that?—Because they are unable to walk. They cannot go along the roads, and therefore they do not travel as the stores often do. They only travel as fat when they are going to be killed.

3716. (*Chairman.*) Can you state to the Commissioners any other facts respecting the different rates charged either with respect to cattle or goods?—I have also a memorandum with regard to corn.

3717. Will you be so good as to state any facts within your knowledge upon that subject?—The charge on corn is 12*s.* a ton from Limerick to Dublin, and they take it by boat to Liverpool for 6*s.* The charge from Cork to Limerick is 7*s.* a ton for corn, and if it breaks the journey it costs 1*s.* 6*d.* more.

3718. (*Capt. Galton.*) If it breaks the journey you mean at some intermediate station?—Yes.

3719. You are not speaking of Indian corn?—Not specially, any corn that is ground.

3720. If it breaks the journey and is ground at a mill it is carried on as flour and pays a higher rate?—Yes. Then again the charge for hay from Limerick to Waterford is 11*s.*, and it is taken through to Glasgow for 20*s.*

3721. That is comparing the cost by the sea route and by the railways?—Yes. From Limerick to Glasgow it is 1*l.*

3722. From Limerick to Glasgow does it go by sea?—No, it goes through Waterford.

3723. (*Chairman.*) Is there any large amount of internal traffic in Ireland in the articles of corn and hay?—Not in hay. It is all outward, if it goes away.

3724. Is corn frequently carried from Cork to Limerick, or from Waterford to Limerick, or from Limerick to Waterford?—A good deal of it goes from Cork to Limerick.

3725. (*Capt. Galton.*) Is it imported corn that you speak of?—Yes, it is; and the complaint is that it goes round the coast a great deal cheaper.

3726. That it can go round a great deal cheaper?—Yes, and it does go round.

3727. Is not that always the case where there is a coasting trade, and goods can be carried more cheaply than by railway?—But they say that if it could be carried for 4*s.* instead of for 7*s.* per ton, it would all go by the train, all that corn.

3728. The distance from Cork to Limerick is nearly 61 miles, is it not?—Yes.

3729. And the charge is 7*s.* a ton?—Yes. Then the drovers also complain that a whole truck holds 30 sheep, and that they are only allowed to have 12 as a half truck instead of 15, and further that they are only allowed three horned cattle in place of four, eight being the number for a whole truck; they also complain that if they take four horned cattle they are charged for a whole truck; they also say that they are not allowed to have a van for the drovers to travel in, and that the drover must travel in the cattle truck and he is often injured and bruised; they charge them half a fare in a cattle truck and a full fare back, and then if they want to come back again in the evening there is no third-class train for them, they have to wait till the next day, and they are charged a full third-class fare back again; they complain greatly of that. In England I believe the drovers are not charged. Then the number of tolls on common roads in Ireland makes walking there more expensive.

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In England sheep pens are placed over each other, but not in Ireland.

3730. (*Mr. Hamilton.*) Do you not consider that a loss in the condition and weight of the animals is sustained by sending them long journeys on foot?—Certainly, and I have given evidence to this effect, that where I could walk the cattle for 1s., I should be satisfied to pay 2s. to carry them by train.

3731. Would not the result be a great saving of loss in the weight and condition of the animals?—Yes.

3732. What number of miles can you safely drive beast in a day, say in the spring time of the year?—The thin ones ought not to be driven more than from 12 to 15 miles a day, and the fat ones not more than 8 to 10.

3733. If they were to be driven 60 miles, how long ought that to take?—Four days at least for stores.

3734. How many days for fat beasts?—Six days.

3735. Which would be attended with a material loss of condition, and a falling off of weight?—Yes.

3736. More than they would suffer going the same distance by railway?—Yes. In what I have stated I have included the drover's charge, and I have even included the hay when the cattle are driven in the winter. There is one more complaint that these drovers make, and that is that the cattle are not started for hours after they come into the platform, and that they are kept at junctions. They will seldom put a few waggons of cattle on a passenger train for a short distance to catch a goods train, and thus a market is often lost; when the said passenger train was not half a load.

3737. (*Capt. Galton.*) With respect to the loss of condition, supposing the cattle are going to Ballinasloe fair, could the cattle be driven there for sale for less than if they were taken by the railway, say from Killarney?—That would depend upon the weather and the condition they were in when they were bought, and a hundred other little things.

3738. Would extra expenses be incurred by keeping them for a day or two at the fair before they were sold, if they were driven to the fair instead of being sent by railway?—Yes.

3739. That would be so, would it?—Yes.

3740. (*Mr. Hamilton.*) The cattle, I believe, are almost always purchased at so much per stone?—The fat cattle are. The lean ones according to condition and freshness.

3741. The number of stones is calculated, consequently a loss in weight might lead to a serious reduction in price?—Yes; the salesmen calculate that for every day a beast is travelling it loses a stone, that is a stone of 8 lbs., that is the ordinary loss, either walking or by train.

3742. Then in six days travelling the animal would lose six stone, whereas if taken by railway the same distance in one day he would only lose one?—Yes.

3743. (*Chairman.*) If it is so much cheaper to drive store cattle by the road than to send them by railway, how do you account for any store cattle in Ireland being sent by the railway?—There are some of the larger buyers who do not walk with their own cattle themselves, and they do not like to trust those cattle for four or five days at a time in the hands of drovers, and they would therefore rather pay three or four times as much to have them go by the train, but they are often stopped at the junctions for three or four hours, and that is a great objection. Coming here, a gentleman with his family got into the carriage with me at Maryborough, on the Great Southern of Ireland, he was going to Roscommon; at Portarlinton, 10 miles on, he was detained 2 hours 20 minutes, again he must remain at Athlone 2 hours 35 minutes, in all 4 hours 55 minutes; whereas he was in motion only 2 hours 30 minutes from Maryboro' to Roscommon. Again the Limerick to Dublin passengers are, by a new arrangement, obliged to wait nearly two hours at the Limerick junction, or travel 1 hour 30 minutes

round by the Great Southern *viâ* Charleville. A special cattle train I had, of 20 waggons, on two occasions, went from Limerick to Kildare, 100 miles, in six hours; showing, that with larger trade, companies are willing to increase the speed.

3744. (*Mr. Hamilton.*) Do you know what the rates charged on the Scotch railways for cattle are?—No. Then as to turf, that is also charged for from Limerick to Croom 3s. 6d. a ton, that is only for about eight miles, and it is charged to Charleville 6s., and that is a country that it is greatly required in.

3745. Is much of that charge owing to terminal charges?—No, I think it is the railway charge only.

3746. Is not turf an article on which the expenses at the stations would be considerable?—Yes, there is a good deal of it.

3747. And the charge would therefore be proportionately high for the short distances compared with long ones?—Perhaps so. Then with respect to parcels, I constantly get parcels of exactly the same size and the charges are not the same.

3748. Do you mean by different lines of railway?—No; I mean on the same line. Since I received a summons to attend the Commission, I have had three boxes, and those boxes came from Dublin, and one of them was charged 1s. 7d., another was charged 2s. 1d., and the other was charged 1s. 1d., and yet they were exactly of the same size.

3749. (*Capt. Galton.*) Were they of the same weight?—I cannot say, but they held in them the same articles.

3750. (*Chairman.*) Have you made any inquiries as to the reason why these different charges have been made?—I inquired about it and they could not explain it.

3751. Do you imagine that the charges are pretty much in the discretion of the station master at each place?—I do not know, but he said that they had a scale of charges for parcels. I asked him if it was often changed, and he said it was. I then asked him to give me one of his scales, and he said that they only printed one for the use of the office.

3752. (*Capt. Galton.*) They do not publish lists of charges?—No.

3753. Do they not fix them up at the station?—On the Waterford line they do.

3754. Not on the Great Southern and Western?—I do not think they do.

3755. (*Chairman.*) These three different charges were made in the course of a very short time?—Yes, quite so, just after each other.

3756. In the course of a few days?—Yes, in the course of about eight days. I asked them about the charges, and they said that a parcel up to 7 lbs. was 1s. 1d., and that a parcel up to 14 lbs. was 1s. 7d. They will carry in their goods train a parcel if it weighs 56 lbs. for 1s. 6d., so that they will carry 56 lbs. as cheaply as 14 lbs.

3757. (*Capt. Galton.*) That is if it goes by a slower train?—Yes, but it is not a great deal slower.

3758. (*Chairman.*) If you desired it would they not send a small parcel by the slower train at a lower price?—No, unless I made it up to weigh 56 lbs., and some persons, by adding stones, do make up a parcel to weigh 56 lbs. With regard to horses, the charge to Dublin for three horses is 5l., that is from Limerick, and the traders in them say that the charge ought to be 3l. These horses are put in stalls, and those that go in trucks are charged 16s. 6d. each; seven horses in a wagon from Limerick to Waterford cost 11s. each, not including drover.

3759. (*Mr. Hamilton.*) Have you ever made any comparison between those rates and the rates charged on English railways?—No, I have not. A passenger second class return ticket, from Charleville to Limerick, costs 4s. 9d., two persons will drive this 20 miles, per road, for 10s., and a horse will carry four or five persons on the Irish cars.

The witness withdrew.

Adjourned till Friday next at 12 o'clock.

Friday, 26th May 1865.

PRESENT :

THE RIGHT HON. LORD STANLEY, M.P., F.R.S.
 THE HON. E. F. LEVESON GOWER, M.P.
 SIR ROWLAND HILL, K.C.B., F.R.S.
 T. B. HORSFALL, Esq., M.P.
 ROBERT DALGLISH, Esq., M.P.

GEORGE CARR GLYN, Esq., M.P.
 CAPT. DOUGLAS GALTON, R.E., F.R.S.
 E. T. HAMILTON, Esq.
 J. R. M'CLEAN, Esq., Pres. Inst. C.E.
 WM. POLE, Esq., F.R.S., *Secretary*.

HIS GRACE THE DUKE OF DEVONSHIRE, K.G., F.R.S., IN THE CHAIR.

GEORGE WILLOUGHBY HEMANS, Esq., examined.

3760. (*Chairman*.) You are a civil engineer?—Yes.

3761. You have been engaged in the construction of several railways in Ireland?—Yes; for about 25 years I have been so engaged.

3762. Will you be so good as to mention the lines that you have either constructed, or are at present constructing?—I have constructed almost the entire system of the Midland Great Western railway as shown by the blue lines on that map, all except the line to Castlebar, which was constructed by Mr. Fowler, but I had the superintendence of it on behalf of the Midland company. That comprises perhaps a fifth part of the railway system. I have constructed a great portion of the green system of railways, that is, the Limerick and Waterford, the Waterford and Kilkenny, the Kilkenny and Maryborough; and part of that is still under my hands and in course of construction. I have also constructed in the north of Ireland the railway from Newry to Armagh, as shown by the yellow line on the map, the railway from Portadown near to Belfast to Omagh; and upon the Londonderry railway I am now constructing a line from Enniskillen, as shown by the dotted lines, by Ballyshannon to Sligo. Then again in Clare the line from Athenry, as shown by the black dotted lines, to Ennis near Limerick; and another shorter line connected with the reclamation of land, as shown by the yellow colour, from Kilrush to Kilkee. These are the principal lines I have been connected with.

3763. Having constructed these railways, you will naturally have taken an interest in those lines which are at present working, and you are no doubt able to give the Commission your opinions as to their affairs generally, the traffic developed upon them, and the system under which they have been managed?—I can give general opinions from observation of the state of the traffic on those lines, but I am not able to give detailed information of the local affairs between one point and another. In a general point of view, I know what the fares are in Ireland, and what the result is upon the travelling of the country.

3764. Are you able to say whether the Irish lines of railway can be worked as economically as English lines with similar amounts of traffic?—I am sorry to say that I am afraid the Irish gauge is not, as has generally been supposed, a good invention. In my judgment, looking at the traffic of that country, it is a mistake; I think it is an impediment to the working of the lines economically. Had the traffic been as great or greater than it is in England, I think it would have been a great advantage to have had a larger stock, and more power for the locomotives; but the fact is, that in Ireland the trade is small, and their rolling stock is heavier, and when the carriages are empty the dead weight is increased to a very considerable extent, I believe by quite 20 per cent.

3765. (*Lord Stanley*.) By the difference which exists between a gauge of 5 feet 3 inches and one of 4 feet 8½?—Yes; the carriages require to have heavier axles and heavier wheels, and heavier iron work of all kinds; heavier frames for the carriages; and even if the carriages are full, they only with their gauge accommodate four passengers abreast, in the first-class carriages, which is done all over the continent, and on some of the English lines, with the narrow gauge. I am afraid that we

have imposed a burden upon ourselves by that gauge rather than obtained a benefit.

3766. (*Mr. Glyn*.) It is no great advantage with respect to haulage?—There is an advantage in getting a locomotive engine with less wear and tear. You get a larger fire box conveniently fixed in a larger locomotive, and it is an advantage in the construction of the locomotive itself. You may have rather higher wheels, and the cranks are better accommodated, and the machinery generally; but for the rolling stock I see no advantage.

3767. (*Sir R. Hill*.) Upon the whole is it advantageous or otherwise?—Upon the whole I should not adopt it for the Irish traffic, if it had to be done over again. I should adopt the narrow gauge.

3768. (*Capt. Galton*.) Should you prefer to have the narrow gauge of England, or a narrower gauge than that, for Ireland?—With my present experience, the narrow gauge of England would be the one I should choose, if it were done over again in Ireland; not narrower than that, because that gauge is about as narrow as you can make a locomotive conveniently in. If it was much narrower the difficulties as to the machinery would increase. I should adopt the English narrow gauge, because I believe that it answers very well, and I am afraid that the other is a mistake.

3769. (*Lord Stanley*.) But practically that question is settled, is it not, by the number of lines which are already made on the Irish gauge?—Yes. I think it is impossible now to alter the Irish gauge, and I only mentioned this incidentally as one explanation of the low dividends.

3770. (*Mr. Glyn*.) There is also the expense of working?—Yes.

3771. (*Mr. Horsfall*.) Which is also increased by the cost of the coal?—Yes; and by the dead weight. The dead weight is a very important element in eliminating the profits from the loss on railways.

3772. (*Chairman*.) Have you made any calculation as to the additional cost per mile which you think the Irish railway companies have to incur more than upon the railways constructed on the narrow gauge?—I do not think that that is very material. I do not think that consideration has very materially influenced the railway itself. The rolling stock is dearer.

3773. The cost of running a train per mile, I suppose, is dearer in Ireland than in England?—It is not quite so much; that is to say, the dead weight is greater, and the cost of running a train, per ton, I do not think is different, or not materially so. In the tons taken there is more empty weight.

3774. (*Mr. Glyn*.) The cost of the stock and the loss of dead weight are two principal points, are they not?—Yes.

3775. (*Mr. Horsfall*.) And also the cost of construction?—Not much. I do not think that the mere cost of making a railway is much increased by the 5 ft. 3 in. gauge, the bridges are a little wider, but not much.

3776. (*Sir R. Hill*.) Would the cost of carrying a given number of passengers, or a given weight of goods on an Irish railway be greater than on an English railway?—So long as a carriage which contains, say, 20 persons, is heavier on the Irish gauge than on the English gauge, it must be so much more costly per head to take them.

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3777. You have spoken of the cost of haulage being less, but taking it altogether, is the cost of carrying a given number of passengers, or a given weight of goods, greater per mile upon an Irish railway than upon an English railway?—I think it is somewhat greater, but that is not what I think we have to complain of. I think it is the dead weight on the trains which are never filled; consequently the heavier the carriages are the more it tells.

3778. (*Mr. Glyn.*) The railways are made and the carriages are constructed, but are they not calculated for much more traffic than there is in Ireland to be carried?—That is so exactly.

3779. (*Capt. Galton.*) If the carriages were filled, you do not consider that there would be much difference in the working expenses?—There would be some difference if they were filled, because they would still be heavier carriages in proportion to the number of people conveyed.

3780. Do you consider that the increase of gauge is not sufficient to increase the number of passengers in the carriages, and therefore that you cannot carry more passengers in the carriages than you can on the narrow gauge?—Yes; that is my view exactly. If you take a first class carriage on the Irish gauge it is heavier than upon the English, and unless you can put five passengers abreast in the Irish carriage you lose; you can now only put four. It is not always done in England, but you can on many lines put four people abreast, and therefore in Ireland you lose by the extra weight.

3781. The addition of six inches to the width is not sufficient to increase the number of the passengers?—No.

3782. (*Mr. Horsfall.*) I believe there are very few night trains run in Ireland?—Very few. There are only the mail trains, and those are not upon all railways.

3783. That diminishes the cost of keeping up the line, does it not?—Yes.

3784. (*Chairman.*) Is the cost of maintaining the permanent way less in Ireland than it is in England?—The cost of maintenance is less.

3785. (*Mr. Glyn.*) They are not in the habit of running their goods trains at night, are they?—Yes; they do that on the main lines. The goods trains are run at night; they have latterly began to run them at night.

3786. Are there any respects in which the Irish lines of railway are more economical than the English lines?—There is probably one element of economy, which is this, that the cost of watching is less, the trains being fewer in number, and then not running trains at night, it makes the cost of watching and maintaining less; the wages paid to the workmen are less—otherwise I do not think there are any other elements of difference.

3787. (*Sir R. Hill.*) What is the difference in the amount of wages paid to the policemen and the porters?—There is very little difference in the wages paid to the engine drivers and the stokers, I think they are very nearly the same as those paid in England: to policemen and porters generally the difference is, I dare say, from 25 to 30 per cent. in Ireland.

3788. Will the same number of men suffice for the same amount of work?—A very much fewer number of men per mile will suffice per railway; but whether it is smaller in proportion to the number of tons conveyed I cannot say. I think perhaps not in proportion to the quantity of work done.

3789. (*Lord Stanley.*) Comparing the working expenses on English railways with those on Irish lines, is not the fair comparison to take, not the expenses upon English lines leading from one great town to another, but those upon branch lines made through thinly peopled rural districts?—Certainly; the comparison would be a very wide one to make it between any of the London railways and any of the Irish lines, the comparison will hardly hold.

3790. (*Mr. Horsfall.*) I believe there are very few lines in Ireland on which trains are run on a Sunday?

—Almost on all the lines they run one train on Sunday, generally one in the morning and one in the evening, and no more.

3791. Irrespective of the moral question, does it pay to run trains on a Sunday?—They were not found to pay, except on the Kingstown railway, where they pay very well. For suburban traffic it pays very well, but not upon long lines. I doubt whether it would pay to run more than one train a day.

3792. (*Chairman.*) The traffic on the Irish railways has not been progressing of late?—As far as I can observe on all the railways with which I am connected it is lamentably stationary, and it appears that for many consecutive years the traffic per week on many of the lines will vary only a few pounds. Comparing the receipts for a few years back on the same line of railway, they will present a difference only of a few pounds a week in their total receipts.

3793. Is that comparing the present time with only the last three or four years, or with five, six, or seven years back?—It is by comparing the present time with about five years back, there has been very little increase. I do not think that upon the whole there is a falling off in the receipts now, but there is no progress made.

3794. Was there at any time progress made after the first opening of the lines, and for a few years subsequently was there a gradual increase?—There were different circumstances, for instance, three or four bad harvests, and then one or two very good years; there had been I think better harvests than usual, and a great many troops had been in movement in Ireland. There was a large camp established on the Curragh at that time, and from several causes, which I do not accurately remember, there was certainly more prosperity visible in the state of the Irish lines and more hope—there was a great deal of hope entertained—and in that hope a great number of railways were started, some of which I am conducting myself, and in relation to which the contractors were paid in shares to a considerable extent, in the hope of that success which they expected to follow. That hope has been disappointed, and many works which ought to have been completed in about two years have been for five or six years struggling on very slowly.

3795. (*Mr. Glyn.*) I suppose there has been a very considerable addition to the total amount of capital expended in consequence of so many of the lines being made through the means of contractors?—No doubt, and an immense amount of debt has been thrown upon many of the lines in consequence of the contractors having been paid in shares.

3795. Can you give the Commission any idea of the amount of capital which may have been added to the original capital on account of that; was it as much as 20 per cent.?—Fortunately that plan has not been adopted on any of the great lines of railway to any extent; but a great number of small lines—the short connecting links—have been constructed a good deal by discount in shares to the contractors, and by obligations, and so forth. I dare say there may have been perhaps, although of course I can only guess at it, some two millions of money unnecessarily added to the cost of construction.

3797. Would that be 20 per cent. of the whole capital?—I think so.

3798. I presume you mean money unnecessarily expended?—Yes; I mean money raised under discount.

3799. At high rates of interest?—Yes; money which would have been saved.

3800. (*Sir R. Hill.*) Has there been much competition among the contractors?—Not at all; indeed of late in Ireland it has been found extremely difficult to find contractors to take up works upon any terms when they are paid in shares.

3801. That alone, I presume, would add largely to the cost of the works?—No doubt.

3802. Taking that into account, as well as the discounts allowed for cashing the bonds paid to the

contractors, do you think that the additional cost has not been more than 20 per cent?—I did not state that it was 20 per cent. I made a mere guess in saying that. I thought it probable that at least two millions of money had been wasted in that way unnecessarily; but I will not say that it was not double the amount taking all the lines of railway into account.

3803. And taking also into account the absence of competition?—Yes; considering all the lines which have been made, what may be called second and third class lines, in the last four or five years.

3804. (*Mr. Glyn.*) What rate per mile has it been, taking the average throughout all the lines?—I think that the average upon all the lines in Ireland paid for in cash, including the main lines, would not exceed 16,000*l.* or 17,000*l.* per mile.

3805. That is a low estimate?—Yes.

3806. As to those only where the capital has been raised in a forced manner, what has the price per mile been?—I do not think they have come to more, but they ought to have been made for half the money.

3807. A line of railway has cost 15,000*l.* a mile, when it ought to have been made for 10,000*l.*?—Yes.

3808. (*Sir R. Hill.*) Do you include in that estimate the rolling stock?—No.

3809. (*Chairman.*) Do you know anything about the Cork and Youghal line?—I have been on it.

3810. I mean as to the cost of it?—I know the character of the country, but I do not know what their capital has amounted to. I should have said that it ought to have been cheaply constructed, for much of it is through an easy country.

3811. You cannot state whether the nominal capital of that line is double what the line might have been well constructed for?—I know that it was constructed under financial difficulties, and I have very little doubt that it has cost much more than it would have cost if it had been paid for in cash.

3812. (*Mr. Gover.*) When you say that the traffic in Ireland has been stationary, does that apply equally to goods traffic as to passenger traffic, or not?—I think that in a great many cases the goods traffic, which in Ireland is to a very great extent in cattle, has diminished. My idea as to cattle is, that they have been sent out of the country too fast; they do not remain to be exported. It is entirely an export trade, and I think the great demand for meat in England of late has drawn the cattle out of Ireland faster than the country can supply them.

3813. Has the diminution in the goods traffic been made up by increasing the number of the passengers?—No; I think not.

3814. (*Chairman.*) Has not the diminution in the number of cattle carried been mainly owing to the great pressure put upon the farmers to pay their rents during the last three or four very bad seasons?—No doubt when the corn crops are low, they are obliged to sell their cattle to pay their rent.

3815. Now that the last season or two have been rather better, there is a prospect that the cattle will increase again in numbers?—We hope so.

3816. In the last agricultural return for Ireland, there appears to be a very large increase in the number of young cattle?—Yes, and that seems to show a prospect of an increase.

3817. Independently of any temporary causes occasioning a reduction in the number of cattle, do you think that the railway companies at the present time get all the cattle traffic that they might, if they lowered the fares?—I think not; decidedly not. I think that the railway companies are wrong in not lowering the charges for cattle more than they do. I know that cattle in Ireland walk great distances when they ought to go by railway, and they do so very often when the railway is close beside them. I believe that the railway companies are afraid to make the experiment, and one company does not like to do it without the co-operation of another. A general rate of somewhere about 6*d.* per truck per mile for cattle is kept up, when very often by lowering it they

would take all the cattle which at present go by the roads. Cattle are frequently walked in Ireland for a distance of 20 or 30 miles, which they ought not to do when railways are at hand.

3818. (*Lord Stanley.*) You do not mean I suppose fat cattle?—I do not mean stall fed cattle, but grass fed cattle are walked for great distances.

3819. (*Mr. Horsfall.*) Do you believe it would pay the railway companies if they charged much lower fares?—No. I think it would take some time before they could be paid. An extensive lowering of the fares now would be followed by a temporary loss. I have no doubt there would be a temporary loss, but probably an ultimate gain.

3820. How long in your opinion would it take to recoup the loss?—That is hard to say. I think that the country people in Ireland going short distances never think of using the railways at all; their money is very dear to them and they part with it with great reluctance; their time to them is of very little value, consequently they would rather use their farm horses and carts or walk than use the railway. Unless a very large reduction were made in the fares, and they were taken for a $\frac{1}{2}$ *d.* instead of a 1*d.* per mile they would not use the railway; but in the course of a series of years very low rate would probably induce them to travel. I am quite satisfied that for some years the railway companies would incur a loss, by lowering rates and that they must be strong enough to bear it for some time.

3821. (*Sir R. Hill.*) If their charges were reduced by one half can you give us any idea how long it would be before the same amount of net revenue was obtained as at present?—I do not think that such a change could occur in Ireland as that the people would be stirred up and induced to take to the railways under certainly five or six years.

3822. Do you think that at the end of five or six years the present net revenue would be realised?—I think that is probable, but no one could say that it would be so.

3823. In making that statement do you take into account the greater cost of working the lines?—The comparative cost of working would be less if you only filled the carriages; if you run a carriage empty the cost is all dead loss, if you fill it a proportional rate is of course an improvement for the company.

3824. Can you conceive a state of things that would lead to the carriages being always filled?—I think that the carriages might be filled to the extent of 50 per cent. more than they are at the present time. I do not think that they are half filled as they are now. I do not think that the country people use the railways when going to market. I believe that the people living within 10 miles of a market either walk or drive in their country carts.

3825. You are speaking of third-class passengers?—I am now speaking of third-class passengers; and if you could get them to use the railways they would fill the carriages. I do not think they do at present use them; there are no manufactures in the country, and the business of the country is transacted at the agricultural meetings in the markets, to which the people go to sell beasts, butter, and eggs, and so forth.

3826. (*Mr. Glyn.*) I believe that the dividends on the several lines of railway have rather fallen off?—Yes.

3827. You say that the traffic has been stationary. What do you think that has arisen from? has it been from the cost of maintaining the permanent way and the expenses of repairs falling more heavily upon the companies of late than before?—That is quite a different point. When I talk of the traffic being stationary I mean that the gross receipts are stationary. The reduction of the dividends, in some cases, is owing to increased expenses on the permanent way; but the gross receipts represent the moving business of the country, and that has been stationary. Because I think that that only goes upon railways which is obliged to travel by them, that is, where the distances are so great that it must take to

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the railways, and that traffic has not been, in my opinion, stimulated enough by a reduction of fares.

3828. You would say that the dividends have been reduced by there being brought against revenue certain items of charge which had previously been paid out of capital?—I think that much reduction has arisen from that. The Irish railways are just coming to that period of time when their first stock of rails and sleepers is worn out, and the renewal of them becomes a very heavy item.

3829. That is a charge that will go on not simply for one year but it will continue from year to year?—Yes, until all the renewals have taken place.

3830. (*Sir R. Hill.*) In addition to that is there not an actual falling off in the gross receipts, taking into account the increased amount of mileage?—It is not so much an actual falling off, although there is some absolute diminution, as its being stationary while the expenses are increasing. My opinion is that the steamboat traffic across the Irish channel is not in a satisfactory state, and it is a traffic that ought to be encouraged in every way to make the railway companies take the people across. At the present time it is not at all in a satisfactory state.

3831. (*Mr. Glyn.*) With regard to the question of charges, I suppose it would be possible to make a very considerable reduction in some of the fixed charges; for instance, we have been informed that the country is divided into a great many companies all with independent boards, with very large administrations, and with a certain degree of increased expense. Would not the amalgamation of those smaller boards with the larger companies have the effect of reducing the fixed charges?—Yes. There is no question of it that what you have referred to is a great evil; for, except the three or four large companies, the business of the country is in the hands of a great number of small boards, and on some points they act in a very obstructive manner to each other.

3832. In your opinion there might be a permanent reduction in the fixed charges in favour of the proprietors?—Yes.

3833. Have you ever considered how you would parcel out Ireland into districts under a scheme of amalgamation?—No; I have not given that subject such attention as would make my opinion very valuable. I have a strong impression that all those lines that tend to the different eastern ports ought to have their interests identified as much as possible; the business on the western ports is almost nothing, but on the eastern ports everyone aims at becoming the centre of export for the country, and at the present time they compete with each other as much as they can. I think it might be desirable that certain ports in Ireland should be taken to serve as the centres of export for all the lines of railway leading to them, and that those lines should be amalgamated so as to make the charges not obstructive.

3834. The lines of railway running to the eastern ports work at equal rates; they do not compete with each other as to rates, do they?—They compete by continually refusing to book through upon the competing lines.

3835. Take the lines coming to Dublin, they do not refuse to book through on those lines?—No; but they do at Newry. They would book through to Belfast.

3836. Would you suggest an amalgamation of those interests, or how would you propose to get over the difficulty?—Take, for instance, Grenore in Carlingford Bay, below Newry. A great effort is being made there to construct a deep water harbour, and there are two systems of railway converging upon it, the Irish North-western railway running to Enniskillen, Limerick, and Sligo, and the Grenore and Newry railway running to Armagh towards Dungannon and that country. Those two lines of railway are now in a state of hostility and opposition, but they both must run to the pier at Grenore in Carlingford Bay. I think that the amalgamation of such systems as those would be a desirable thing, so that the country

should derive the full benefit of those lines of railway without any obstruction.

3837. Do those two systems compete in rates at the present time?—No; I think that the competition is chiefly carried out by diverting the traffic away.

3838. As regards the public, they compete, in fact, for the through traffic from one point to the other?—Yes, but they do not lower the rates to the public; it is more competition by diversion that exists, which I think operates very injuriously. Also in the south of Ireland, goods that would naturally go—cattle, for instance,—from Waterford to the south of England, are controlled by the arrangements that exist, and are obliged to go to Dublin, and thence by Holyhead. All these things result from the competing interests of the different companies.

3839. Are the two northern lines of railways which you have mentioned paying dividends?—The Newry and Armagh railway has never paid a dividend yet; it has not long been opened.

3840. Does it pay the interest upon its borrowed capital?—Yes, I think it does; the other line does not pay a dividend.

3841. Neither the one nor the other?—No.

3842. (*Mr. Horsfall.*) Not the railway from Armagh to Belfast?—Yes, that pays a good dividend; but I have been speaking of the line called the Irish North-western, which is 125 miles in length, and that pays no dividend.

3843. (*Sir R. Hill.*) Are all the receipts absorbed by the expenses?—Yes; and the payments on borrowed money. The preference shareholders get something.

3844. They do pay the interest upon the loans?—Yes, and something on the preference shares.

3845. They pay interest to the preference shareholders?—They pay them something, but the ordinary shareholder gets nothing.

3846. (*Mr. Horsfall.*) What is the dividend upon the line from Armagh to Belfast?—That company not very long ago paid 6 per cent. I believe their dividend now is either $4\frac{1}{2}$ or 5 per cent.

3847. Has that been consequent upon any reduction of the fares?—No; I think it is from a pure excess of expenditure over the previous working expenses, and the non-improvement of the traffic of the country.

3848. (*Mr. Glyn.*) I suppose they have arrived at that point of time when the repairs and the maintenance of the permanent way are coming against them?—Yes; and they have not laid by any mileage rate, or made any provision for extensive repairs.

3849. (*Sir R. Hill.*) You have expressed an opinion that the union of the railways would lead to considerable savings; will you be so good as to point out what would be the sources of those savings?—I will take the line from Dublin to Belfast, that is only 100 miles; there are three boards, three sets of superintendents, repairing establishments, and engineers, secretaries, managers, &c.; there is a very clear case there of unnecessary superintendence and consequent expense for a very short distance.

3850. And a saving might be effected by reducing the three sets of directors, managers, superintendents, &c., to one?—Exactly.

3851. (*Mr. Glyn.*) Would you apply exactly the same observation to the other small lines of railway?—Yes; wherever separate boards, secretaries, managers, and engineers exist; they rather compete with each other than work together in many cases.

3852. (*Sir R. Hill.*) Would there not be in addition another, and perhaps a more important source of saving, inasmuch as the united companies would be able to employ officers of greater talent than they now do?—I think so, decidedly, for the salaries when split up are small and insignificant, and no sooner is a good man found in Ireland than he gets away directly to England, he is sure to be snapped up in England or the Colonies.

3853. You are of opinion, that if the different lines of railway were amalgamated, to use an ordinary expression, there would be a very large saving effected?

—I have no doubt whatever of it. I believe that great benefit might arise to the public under a system of proper control, but so as not to have any unfair monopoly.

3854. (*Mr. Glyn.*) Do you think that the same system might be carried out in the Midland districts?

—No doubt of it.

3855. And again in the southern districts?—Yes, certainly.

3856. (*Sir R. Hill.*) Would the whole system be too large for one company to manage with such officers as can be now obtained?—I forget exactly what it is, but I believe that the whole of the Irish railway system put together does not amount to much more in extent than the London and North Western system, taking into account all the lines that they have to deal with.

3857. (*Capt. Galton.*) Do you know, from your knowledge of the railway companies in Ireland, whether they are willing or not to be bought up or amalgamated?—I am afraid that it would be very difficult to obtain any unanimous expression from them upon that. I am afraid that many boards would be very unwilling to become defunct and to surrender their managements. There are a great many jealousies existing at the seaports. All the eastern ports are vieing with each other, and endeavouring to set up different systems of management, and I think it is very doubtful whether there would be any general favour shown to such a measure.

3858. (*Mr. Glyn.*) With regard to the holders of stock, I suppose if there was anything like a moderate chance of getting a dividend they would come into it with pleasure?—I think that they would be delighted to see any measure carried out that would ensure to them a modest dividend on the ordinary shares.

3859. (*Sir R. Hill.*) It has been stated in evidence that amalgamations promoted by the directors have been opposed by the shareholders. Can you at all explain that?—I think it is very probable that the influence of the directors was at work among the shareholders.

3860. (*Capt. Galton.*) Would it not be likely to be so again in case of any attempt being made to amalgamate them?—If the shareholders saw a prospect of a very positive and good result to themselves, I think that they would act more independently. It has been where things were a little doubtful and uncertain that the shareholders have supported the *status quo* of the company.

3861. (*Mr. Horsfall.*) What do you think would be the opinion of the public upon that point, I mean the shippers of goods, and cattle, and produce?—I think that all the shippers of goods, and cattle, and so forth, would feel very uneasy unless there was perfect protection afforded against monopoly; but if such an amalgamation were accompanied with a general large reduction of fares, I think it would be very popular.

3862. And if there was a maximum rate fixed?—Yes; a low one.

3863. (*Mr. Glyn.*) In case of an amalgamation, entertaining the views you do with regard to the stationary condition of the traffic in Ireland, how could you propose a very large reduction of fares with the hope of making it answer?—I should not expect that for many years, because I believe that it would be an experiment that must be made at a loss.

3864. Who is to bear the loss in the meantime?—There is great difficulty in answering that question. I do not think that the country would respond at once to any such measure; but I believe that at the end of 10 years, the experiment would have a very beneficial result over the whole country, at the same time I am satisfied that there would be loss in the meantime.

3865. The question is, who is to meet that loss in the meantime. Is it to be borne locally?—I cannot answer that question, I do not think that the country can do it. I know that a barony rate could not be put on for the purpose. In the west of Ireland a

barony rate was put on to enable a line to be constructed from Mullingar to Galway; in that case the barony had a rate put upon them to come in aid of the deficiencies of the railway, and they have had to pay, in consequence of that, altogether a sum of somewhere about 45,000*l.*, which was raised by presentment upon the baronies, and there were very great complaints made, although they got their railway by that means, which they would not have had to this day without it; but many great complaints have been made of it, and I do not think that the country could bear a general rate of that sort.

3866. (*Mr. Horsfall.*) Can you state what the annual rate was that was charged on the baronies in consequence of that railway being made?—It varied I think in very nearly every parish, according to its vicinity to the railway. $3\frac{1}{2}$ per cent. was guaranteed upon half a million, and there was $1\frac{3}{4}$ per cent. raised upon the country for some years; and, as well as I remember, it came to something like 4 per cent. upon the valuation of the district.

3867. (*Sir R. Hill.*) Or the rental?—Upon a valuation of the rental.

3868. It was an additional rate of about 4 per cent. upon the rental?—It was not so much as that, I think.

3869. But taking an average of the whole?—Yes.

3870. It has been stated in evidence that the landowners and agriculturists derive very considerable advantage from the construction of railways?—No doubt they do.

3871. Are you prepared to say whether the advantage derived by those parties from the construction of the railway which you have spoken of from Mullingar to Galway exceeded or fell short of the 4 per cent. additional rate?—Undoubtedly the advantage was infinitely greater than the loss, because the whole amount which they have paid up to this time for a railway which cost half a million of money has been under 45,000*l.*

3872. In how many years?—It opened in 1851, and it has been going on for about 15 years.

3873. You think then that the landowners and others who contributed to this rate have largely benefited by the arrangement?—Undoubtedly; they have benefited very considerably.

3874. Can you explain why they should think the arrangement disadvantageous to them; you stated that they complained of it?—There was a great deal of jealousy existing between them and the railway company. There was a general impression in the county that the line had cost too much, and that the accounts were not fairly treated, and many complaints were made which probably had no foundation, that the line was not worked with so many trains as they wished for, or so economically as it might be, and the levying of this rate made the company very unpopular.

3875. Seeing that the landowners and agriculturists have in your opinion benefited so largely by the construction of railways, might not any temporary loss be borne wholly or in part by those individuals?—I think it is impossible to obtain any unanimity of feeling on the subject. In an abstract point of view, I think there is no doubt that the country would benefit by even paying a rate in aid, if all the railway fares could be reduced one half; but I do not think it would ever be consented to.

3876. Do you think that it would be advantageous to the landowners and others, although there would be practical difficulties in it?—I am certain that if the public in every county of Ireland were assembled together to discuss the question, they would not pass resolutions in favour of it.

3877. Notwithstanding that it would be to their advantage?—Yes. I am certain that the feeling would be that the loss should be borne by the country at large.

3878. Meaning by that Ireland, or the United Kingdom?—The United Kingdom.

3879. (*Lord Stanley.*) Then it would practically be by contributions from England and Wales, the

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taxes in Ireland being comparatively very small?—Yes.

3880. (*Mr. Horsfall.*) You are aware, I presume, that under such an arrangement, 9-10ths of the contribution would be raised by Great Britain?—Very probably.

3881. (*Mr. Glyn.*) I believe the Irish railways pay no tax upon passengers now?—There is no passenger duty.

3882. (*Sir R. Hill.*) It would appear, according to your view, that in the first place great expense might be saved in working the lines by uniting several railways under one general management?—Certainly.

3883. And next, that the temporary loss produced by a large general reduction of the fares and charges would so greatly benefit the landowners and agriculturists, and I suppose also the residents in towns, that if they took an enlightened view of their own interests they would be willing to guarantee the railway companies against that temporary loss?—That is my opinion.

3884. (*Mr. Glyn.*) Still you do not think that you could persuade the gentlemen and merchants in Ireland to agree to any such plan?—I am sure that they would not agree to it.

3885. Have you turned your attention to any other practicable mode by which a guarantee fund could be raised, if any could be?—The object seems to me to be to find some method of trying the experiment of lowering the fares without incurring a public burden, or, in other words, without sustaining a loss; and I have heard it suggested that if the incumbrances upon railways could be supplied by paying them off at more reasonable terms, the companies might be induced to avail themselves of such an offer, upon the condition that they should lower their fares. Many companies are a good deal encumbered with debt, for which they pay very often very high rates of interest.

3886. Have you ever considered the extent to which a saving might be carried, taking into account the large amount of debt that exists in Ireland?—I am afraid that it would not be large enough to cover the loss altogether, but still it might afford a very great relief to the companies if they could obtain money at a low rate of interest; and I have heard it suggested that it might be an inducement to them to accept the condition of reducing their fares so far. But I do not think it would be enough to stimulate the railway traffic over the whole country; much might be done, but I am afraid it would not be enough.

3887. (*Mr. Horsfall.*) Do you think that that would be more effectual than an amalgamation of the different lines?—I think that an amalgamation of the lines, coupled with a reduction of the fares, placing in their hands sufficient power to enable them to try the experiment and to bear the loss, would be a more practicable thing and much more beneficial.

3888. The power of amalgamating is practically in the hands of the railway directors themselves, is it not?—Supposing them to be all reasonably willing to give up their personal advantages, if there are any, in managing the companies, it would be no doubt in their power; but they are too much scattered in Ireland, and they have too many local interests. Gentlemen who live in commercial towns, like Dundalk, Drogheda and Newry, and who are often directors on these separate boards, derive some local importance from that circumstance, and they do not like the idea of giving up what they think the management of their own business to other people.

3889. Have there been in Ireland no amalgamations of railway interests at all?—Several attempts at amalgamation have been made, but they have been defeated.

3890. You are no doubt aware that instances of amalgamations in England are very numerous?—Very extensive indeed.

3891. How do you account for the willingness on the part of the English directors to amalgamate, and

the unwillingness on the part of Irish directors to do the same?—I believe that a great many of the amalgamations in England have been caused by pressure on the part of the commercial companies in many cases, and a strong guarantee being given to the weaker company associating with the larger and stronger one to give them fixed advantages. In Ireland such things have been offered; for instance the Great Southern and Western railway company, which is a most powerful company, were anxious to amalgamate with that system of green lines, the Waterford and Limerick, and they even offered them a dividend, which would have been handsome, a $2\frac{1}{2}$ per cent. guarantee, when they were paying nothing, but the jealousy was so great at Limerick and Waterford that the shareholders, either themselves, or stimulated by the directors, unanimously, or by a great majority, rejected that attempt at amalgamation, but I believe they are very sorry for it now. The Great Southern and Western company have absorbed a few weak branch lines, but nothing more has occurred in that way.

3892. (*Chairman.*) Was that amalgamation rejected in consequence of its being the general opinion at Waterford and Limerick that it would work injuriously to their interests as ports?—I think it was imagined, by the people of Limerick particularly, that everything would be worked up to Dublin, that was their idea; and I believe that that feeling was worked upon in order to induce them to reject the proposal.

3893. (*Mr. Glyn.*) Supposing your notion of dividing Ireland into three systems could be carried out by amalgamating these companies, would it be possible that the working of those systems of railways could be satisfactorily carried on by a few boards, unless there was some superintending power to get rid of all jealousies and conflict of feeling?—I think that at every eastern port they would feel dissatisfied unless there was some means of reference in cases where the traffic appeared to be torn away from them.

3894. Would it not be almost necessary to have some representative on the part of the Government upon each board?—I think it would be very desirable to have some referee.

3895. (*Sir R. Hill.*) Unless that referee exercised an authority superior to that of the board in general, would it be possible to carry the plan into effect?—I do not think that any measure of that kind could be carried out without ample power being given to do justice to every line of traffic.

3896. (*Mr. Horsfall.*) You think that there should be some court of appeal from the decision of the directors where there was a complaint made of unequal rates, or of too high rates?—I think it would be desirable.

3897. (*Capt. Galton.*) I think you stated that the whole system would not be too large to be vested in the hands of one company?—I think there should be one or possibly two. I think that Dublin, as hitherto, should be the centre of the principal railways; there are some interests that perhaps might be better managed by having another centre in the north.

3898. At Belfast, for instance?—Yes; I consider that the interests of Belfast and the trade connected with it are of a different character from those in Dublin. I look upon Belfast more as the trading port for Scotland, and it is likely to be so more and more as the ports below it improve, rather than for England. Therefore that system appears to have rather a different centre. I think that all the ports below will make great efforts to improve, and besides, they are much nearer to Holyhead than the Belfast navigation, which is quite out of the way for Holyhead and the south of England. I think that Dundalk, Newry, and Drogheda, are all working against it, and they ought to be better suited for trade to England. Belfast is the best port for the Scotch trade.

3899. (*Lord Stanley.*) Assuming that an amalgamation of Irish railways is possible, and assuming also that a large reduction of fares would produce a temporary loss, but yet would ultimately produce a

gain, do you see any manner by which that temporary loss could be borne by the railway companies without coming upon the Government for assistance?—I do not, unless it were by a rate in aid levied on the country.

3900. That would be in fact coming to the State for assistance?—Unless it was confined to Ireland.

3901. Even then you would require the direct intervention of the State?—Clearly, it would require a special act of Parliament.

3902. Additional taxation, although confined to Ireland, would require the intervention of the State?—Yes; it must come from additional taxation, and a rate in aid would be required.

3903. (*Mr. Hamilton.*) Have you made any estimate as to what the effect would be of reducing the rates 50 per cent?—No; I have not gone into that.

3904. You cannot give the Commission any opinion upon the subject?—Not just at this moment.

3905. (*Sir R. Hill.*) I suppose there is no doubt that there would be at once a large increase of traffic?—I think it would come gradually, not immediately.

3906. I am not speaking of an increase of traffic sufficient to make up the former receipts; but that there would be at once a large increase of traffic?—I am afraid not. I believe that even that would only come gradually.

3907. (*Mr. Hamilton.*) When you mentioned before 10 years, what did you mean would be effected in that time?—I meant that as the period at the end of which I think it is probable the whole loss would have recouped itself; but I only give you that from general impressions.

3908. (*Mr. Glyn.*) Upon how many branches of traffic do you think a reduction could be made to produce any effect; upon the cattle traffic?—No; but I think that reducing the fares of third-class passengers would, before long, although not immediately, induce the people to use the railways, and go to market as much as they could by railway, instead of walking, for instance, if they could travel for a halfpenny a mile, instead of a penny a mile, I think they would use the railways as a settled thing; but it would take some time before they did it.

3909. (*Mr. Horsfall.*) You have spoken of reducing the third-class fares, would there not be an advantage, and would not the traffic be increased, if the first and second-class fares were also reduced?—I think that if the second-class passengers, by a reduction of the fares, could be induced to travel first-class, it would be so; for the persons who now use the first-class carriages are, I think, all of that class to which a reduction of the fares would not be very material.

3910. But would it not be material to the railway companies?—Of course, if they reduced the fares, and they could get the second-class passengers to travel first-class as the same description of people do in England, it would be.

3911. (*Mr. Hamilton.*) Would it not also be beneficial to induce the people to travel in railway carriages who now walk?—As to the third-class passengers, decidedly.

3912. Do you see any objection to the railway companies reducing their fares to such a point as to induce persons to travel on the railways for distances up to within 20 miles?—I see this objection to it. I believe that a temporary loss would follow any reduction of fares that was worth making. I do not believe that the third-class passengers would use the railways generally unless the fares were reduced one half, and such a reduction would certainly begin with a loss. I believe that the railway companies would be afraid to try it.

3913. It would not increase the working expenditure, would it?—I think it would; they have now a certain number of third-class passengers who travel continually, and pay 1*d.* a mile, from which they derive a fixed income, and then if they were suddenly to reduce that 1*d.* a mile to a $\frac{1}{2}$ *d.* a mile, they would only have half the usual receipts. It is clear that

until you have got an ample number of passengers, sufficient to bring the receipts up again, there must be a corresponding loss.

3914. How?—There would be the loss of the money that they would otherwise have received.

3915. If they provided accommodation in a train for third-class passengers, there would be no increase in the working expenditure?—Not in that sense, but they have been paying a dividend derived from the receipt of fares at a 1*d.* a mile, and if that 1*d.* a mile is suddenly reduced to a $\frac{1}{2}$ *d.*, and no increase in the number of halfpennies received, their dividend must necessarily be reduced, and there must be a loss in that way.

3916. (*Sir R. Hill.*) The effect would be to reduce the gross receipts?—Yes.

3917. (*Chairman.*) Do you contemplate a gradual establishment of manufactories in Ireland as the result of the low charges?—I do, decidedly.

3918. Unless such was the result, do you believe that any great increase of traffic would take place as long as the country remained purely agricultural?—That is a very difficult question to answer. Whether the country has life enough in it to increase the income of the railways without manufactures it is hard to say; but I think that a very great reduction in the fares would have a tendency to bring manufactures into the country, and especially if coal could be carried into it at a cheaper rate. I am also inclined to think that, merely as an agricultural country, it might in the end pay, and possibly without manufactures. There is a large population, and if they all use the railways extensively it would certainly produce a very different state of things as to the receipts of the companies.

3919. (*Mr. Glyn.*) You are aware, I suppose, that in this country the use of railways in agricultural districts at low fares has led to a very large increase in the number of passengers?—Undoubtedly; and in other countries as well. I believe that Ireland is more backward than almost any other country in that respect, and I do not see why it should ultimately be different from any other place.

3920. (*Sir R. Hill.*) Do you not think that there is a slowness in Ireland in taking advantage of any change?—There is a want of money all over the country, and the consequence is that when people have but little of it they walk, and they use their hands and their limbs rather than pay any money at all to travel; it is only by the greatest indulgence with regard to the fares that they can be induced to come at all.

3921. (*Chairman.*) Do you believe that the consumption of coal in Ireland could be considerably increased if the charges were greatly reduced?—I think that the introduction of coal into the centre of the country is becoming more important every year. When I visit the country I observe continually that there is a tendency to discontinue the use of turf and to use coal when they can; and if coal was cheaper, and the trucks, which generally come to the ports with cattle and go back empty, were filled with coal, cheapening coal as much as possible, a great deal could be done. If they had coal depôts at the railway stations all over the country, I think that coal would become a very important article of trade.

3922. Are the cattle trucks adapted for carrying coal?—Yes; there is no reason that I know of against it. They could not shoot the coal out of them, as they do in England, but they could carry the coal very well in them.

3923. (*Mr. Glyn.*) Suppose the railway companies made a very large reduction in the rate charged for cattle, and they carried back coal from Dublin at a halfpenny a ton per mile in the same trucks, do you think that would answer very well?—Yes, I think it would answer in the end; but the difficulty is, that there is no money to begin these things with, and the railway companies are not proper speculators in the coal trade, and unless they could afford to carry it at a very low rate, they could not induce other people

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to speculate in it. If the rates were low enough to induce people to speculate in it, such speculations might arise; but at the present time I think that the rates are not low enough for that sort of thing. But I do not blame the railway companies, for I do not believe that they have margin enough to enable them to make these experiments, and they have not made them; their dividends are too low at the present time to make experiments that would lower them for some years.

3924. (*Mr. Hamilton.*) Do you know the total amount of capital invested in Irish railways?—Not at this moment.

3925. Do you know what the net receipts are on the Irish railways?—I have not got the figures in my head just now.

3926. (*Chairman.*) Have you had any experience of the use of turf for steam engines?—I have had a good deal of experience.

3927. It has been stated that turf can be used more economically than coal for steam-engines?—That, in my opinion, is nonsense. It is not so, as regards locomotives, because I have tried it.

3928. (*Lord Stanley.*) Have not all the attempts to compress turf into a very small compass failed?—Yes, commercially speaking. They have produced very nice articles, but they have failed commercially.

3929. They were not found to pay?—No. In using turf I have found that it required three times the bulk of the best turf to be equal to the same quantity of coke or coal. Good turf in Ireland is not cheap, it is a very dear article. By the time it is dug, dried, and kept, and carried to market, it is not at all a cheap article.

3930. (*Capt. Galton.*) It is not burned on the railways for any locomotive?—No, except to light the fires; but not as a rule on any of the railways.

3931. (*Chairman.*) It has been stated that an engine of 12-horse power can be worked with two cribs of turf a day at a cost of 2s. 6d.?—It is quite possible if you get an engine established somewhere near a peat bog to drive it with turf at a very low rate.

3932. The neighbourhood of Castlebar was referred to?—I look at it in a broader sense. I have tried it, and if you were to require, in Dublin, for instance, a store of really good turf, such as you could depend upon to work the locomotives, it would be dearer than coal to use it. In some places near to a bog, no doubt, turf might be used cheaply enough.

3933. (*Mr. Gower.*) You have stated that, in your opinion, if the fares were reduced, manufactures would be established in Ireland. What manufactures should you expect to be established?—I see no reason why more flax mills should not be established in Ireland. Many of them that are there are doing very well. I see no reason why cloth or woollen manufactures should not be established in Ireland, as it is a country for wool.

3934. Is it the case that in England any manufactures have been established at any distance from where the fuel is produced?—I think not generally, but there is a great deal of water power, not sufficient, perhaps, for all the manufactures; that would come in aid of the manufactures in Ireland.

3935. Then the manufactures which you think would be established in Ireland would be worked by water power?—Not altogether so; but I think it would come in aid of the steam power. Everywhere in Ireland there is a great deal of water power running to waste.

3936. (*Lord Stanley.*) Has it not been tested by actual experiment that under the most favourable circumstances water cannot compete with steam power?—Yes, in England where coal is cheap; but if there is a very large water power, such as exists on many of the Irish rivers, with auxiliary steam it ought to compete.

3937. (*Sir R. Hill.*) Would not water power come into competition, so to speak, with the power obtained from cheap coal in England, that is to say,

that the manufacturers in Ireland would have to compete with similar manufacturers in England?—Yes; and if their chief power was water they ought to be able to compete satisfactorily.

3938. It has been stated that a train upon the Irish railways could convey nearly 1,000 tons of coal. Is that in accordance with your opinion?—A single train?

3939. Yes?—I should say decidedly not; it is much too large a quantity.

3940. The gradients on the Irish railways are not superior to those on the English railways, as a whole, are they?—I think that the gradients on the main lines, as a rule, are quite equal, perhaps a little superior, to many of the leading lines in England. One in 100 is perhaps the worst gradient on that whole system of blue lines. There is a portion of 1 in 80; they are not quite first-class gradients—not so good as those upon the Great Western, or the London and North-western lines.

3941. What would be the maximum load of a train upon the Irish lines generally?—That depends entirely upon the number of engines that you choose to work.

3942. Suppose you had a single engine?—If you take a single engine of the most powerful character, looking at that system of blue lines on the map, and supposing the trains to be worked from one end to the other, I do not think you could safely reckon on more than 35 waggons perhaps at the outside, and in each waggon you might take perhaps six tons of coal, that would be 210 tons, the net load.

3943. That you would consider the maximum?—Yes.

3944. (*Mr. Hamilton.*) The worst gradient on that system of blue lines being what?—1 in 80.

3945. (*Mr. Glyn.*) Generally speaking the gradients are a great deal better; are they not?—Generally speaking the gradients are better.

3946. How many miles are there of 1 in 80?—There is not more than a mile and a half in any part. I think you may assume that the working gradient of the Irish lines upon the average is 1 in 100; that is the gradient that limits the load.

3947. (*Sir R. Hill.*) Then the gradients must be inferior to those on the English main lines?—A great many of those in England are 1 in 70. The Caledonian is 1 in 70 for 10 miles consecutively. When I say that the gradient is 1 in 100 in Ireland, I mean the worst gradient, the one that limits the load, that is what engineers mean by the ruling gradient. A great number of the gradients may be level, and yet the worst gradient would be the ruling gradient, because it limits the load.

3948. (*Chairman.*) If there is a gradient only for a short distance, is it not usual to divide the goods trains?—Yes; if there is only one that is short, of course you may divide.

3949. Are there any other points to which you would like to call the attention of the Commissioners?—I was speaking about steam navigation, and I think that any measures that would encourage the putting on of powerful steamers by the railway companies in connection with the Irish ports would be most beneficial.

3950. To whom should you look to encourage the establishment of new steamers?—I think that all the great railway companies that trade to Ireland would be glad if they had the requisite power to put them on.

3951. (*Capt. Galton.*) What impediments are there in their way now?—They have no power to expend capital in that way, the London and North-western company is the only company who can do it.

3952. (*Mr. Hamilton.*) Would any other company, do you think, like to have the power to do so?—Yes. I am certain that the Great Western Railway company would be glad to put on better steamers than there are now.

3953. (*Mr. Glyn.*) Has power been granted by Parliament when it has been applied for?—I believe

that even the London and North-western Company had considerable difficulty in obtaining those powers.

3954. But eventually Parliament granted their application?—Yes.

3955. (*Chairman.*) I believe the steamboats between Fleetwood and Belfast, and between Morecambe and Belfast belong to railway companies in one way or another?—I believe that they participate in the property of them; but they are not of that class, nor are they so efficiently or so well managed as they might be if the companies were empowered to put on fleets of steamers. The London and North-western Company do it most effectually and beneficially to Ireland, and I think it would be most desirable if it could be more extensively done.

3956. (*Mr. Hamilton.*) I suppose you think that as between Waterford and Milford, if the Great Western Company had power to put on steamers, the service would be better?—Yes; for I consider that the service there is wretched now.

3957. Has the Great Western Company ever applied to Parliament for powers?—I am not sure that they have, but there is a general impression that it is very difficult to get such powers. I know that I gave evidence in favour of those powers being granted to the London and North-western Company, but I also know that the Bill was passed with considerable difficulty.

3958. Is it not the case that in the absence of special powers granted by Parliament, a railway company cannot embark their capital in such an undertaking?—Yes, they know that the shareholders may stop them.

3959. (*Mr. Horsfall.*) Would the adoption of that principle be fair, in your opinion, to independent steamship companies?—I am looking at it as a thing that would be beneficial to the railway interest. In the other point of view it would introduce a new element of competition. I should not object to it.

3960. Would it not rather do away with competition?—I think it would induce competition.

3961. In what way do you think any private steamboat company could compete with a railway company which could carry its railway down to the steamers?—The private company must either improve its accommodation or succumb.

3962. Even with the greatest improvements they could make, do you think it would be possible for any private company to compete with a railway company whose terminus was upon the pier where the steamers started from?—I think that such a company as the Waterford company, who have an enormous fleet of steamers, could hold their own against any railway company's boats. There happens to be no other steamboat company in Ireland of individuals. The City of Dublin company is another large company that I think would be able to hold its own against any railway.

3963. (*Mr. Hamilton.*) You say that the Waterford Company have already got a large fleet of steamers?—Yes.

3964. To what ports in England do they ply from Waterford?—Latterly, it is understood that they have made arrangements to go entirely to Holyhead and Liverpool.

3965. Do they not ply to the southern ports in Wales?—No. I think they go to Holyhead, and they send boats to Bristol, but none, I think, to Milford.

3966. (*Capt. Galton.*) Are there no boats to Milford?—Yes.

3967. (*Mr. Hamilton.*) Do you know who is the nominal owner of those boats?—I forget now who it is in whose name they run.

3968. If there is already a good sea service between Waterford and Bristol, what advantage would Ireland gain by authorizing such a company as the Great Western Company to embark their capital in steamboats?—I am assuming what is the case, that it is not a good service, that it is not sufficient.

3969. What benefit would Ireland derive from the establishment of an efficient service of the same kind

as now exists between Holyhead and Dublin?—I think it would have the effect of stimulating the export trade all over the country.

3970. (*Capt. Galton.*) You would make steamboats between the English and Irish ports, as it were a portion of the English railway?—Yes, or a combination between the English railway and the Irish railway, so as to work together.

3971. Would it be advantageous for the Irish railways to be leased in any form to English railway companies?—I think that in some cases it might be advantageous to them. I think that as much as possible Irish goods ought to be capable of being booked through in every direction to England, and that means of communication should exist for the same goods from one end to the other, from Galway to London, as an illustration.

3972. You would put the Midland Great Western Company into the hands of the London and North-western Company?—Not exclusively. The tendency of my evidence is, that as many English companies as would be disposed ought to be able to put on fleets of steamers in connexion with the Irish railways, so as not to give an exclusive monopoly to any one line.

3973. (*Chairman.*) Are there instances in which you think it would be profitable for a railway company to establish a line of steamers where it would not pay a private company?—I have no doubt that if they could establish through booking and regular daily services, it would be.

3974. (*Mr. Hamilton.*) Is there any difficulty in the way of through booking, as between Waterford and Wales, now?—I am not aware that there is.

3975. (*Mr. Horsfall.*) Can you mention any place where it would be advantageous to establish steamers in connexion with a railway company, where they do not now exist?—They do exist, but they are not carried out in a broad way. The service between Waterford and Milford is very poor, it is carried on with indifferent boats, it takes a very long time, and it is not a good service. Then the service between Dundalk and Drogheda, and Newry and those ports, is at present all a tidal service, and not at fixed hours, and arrangements such as would enable them to start at fixed hours every day and book through, would be most important to the Irish trade.

3976. (*Mr. Glyn.*) At Dundalk, I believe, the present unsatisfactory state of things is about to be remedied?—A company is about to carry a line to Grenore. The water will be deep enough to enable the boats to start at fixed hours; but all these things require capital and combination between the railway and steamboat companies.

3977. (*Mr. Hamilton.*) You have no doubt that it would be beneficial to that part of Ireland if there was a good and efficient service between Waterford and Milford?—No doubt at all.

3978. (*Mr. Glyn.*) Has not Parliament already granted powers for a railway company to run steamboats to Carlingford Bay?—The London and North-western Company obtained powers to extend their steamers to Carlingford Bay; but I believe that that is the only company who have obtained such powers.

3979. (*Sir R. Hill.*) Are there not very good steamers in the north, running between Glasgow and Belfast?—Yes, there is a fixed service there; but that is the only port at which there is a fixed service. All the remainder are tidal services.

3980. (*Mr. DalGLISH.*) And again from Ardrossan to Belfast?—Yes; they have lately at great expense made such improvements at Belfast that they are able to start boats at any fixed hour; but all the other ports are only tidal ports.

3981. (*Mr. Hamilton.*) Does the want of an efficient service between Waterford and Milford add to the cost of the traffic between the South of Ireland and London, particularly in cattle and meat traffic?—Yes; no doubt it adds to the cost, because it increases the time, and besides that it diminishes the traffic; the traffic flows in other ways.

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3982. (*Chairman.*) You would recommend general powers to be granted to railway companies to establish steamboats wherever they thought proper?—Yes; the object in Ireland being to stimulate the business of the Irish railways, every facility should be afforded for the export trade, which would tend in that direction.

3983. (*Mr. Horsfall.*) Do you think it would be fair to independent steamboat companies already established to grant a monopoly to railway companies to run steamers?—If there was only one railway to each port, and that railway were tied to a particular fleet of steamers to convey their goods, any other fleet would, of course, suffer, and it would then be restricted to the goods from the immediate neighbourhood of the port which did not come by the railway.

3984. It would be natural, would it not, for the railway company to book their passengers and goods through from a distance?—They would undoubtedly agree to do so; but I look upon that as very secondary to the interests of the country at large. If the traffic of the country at large is to be stimulated by these means, I think that the interests of a private steamboat company are very secondary.

3985. (*Mr. Hamilton.*) In the case under consideration between Waterford and Milford there is a steamboat service?—There is a communication. I forget in whose hands it is; but it is not a good one; it is an inefficient communication.

3986. The service is limited to three boats, is it not?—Yes, three poor boats; and I have found them to be perfectly inadequate, most inconvenient, and giving wretched accommodation.

3987. Would you allow the Irish railway companies to put on steamboats?—Yes, if they were prepared to do so.

3988. To run them to America?—Yes, if they had the means to undertake it. I believe that in future intercourse with America, direct from Ireland, will be a very important element in the prosperity of the railways.

3989. (*Mr. Dalglish.*) You say that the steamers between Waterford and Milford are very insufficient; must not that be injurious to the trade of the railway which runs to Milford?—Yes, no doubt of it.

3990. Then there would appear to be no objection, as far as the railway is concerned, to preventing the monopoly which exists in the hands of the steamboat proprietors, and to insist upon their running proper boats on the station, and you would give the railway companies power to put on better boats?—Certainly.

3991. (*Mr. Horsfall.*) But it does not follow that they would do so?—There is every expectation, I think, that they would.

3992. (*Mr. Dalglish.*) You would not give a monopoly to the steamboat proprietors to keep bad boats upon a station?—Certainly not.

3993. (*Chairman.*) Have not the railway companies, wherever they have thought it their interest to establish steamboat communication, taken means to do so indirectly, if they had not the power to do it directly?—I think that various difficulties have prevented them from doing it efficiently; for example, when they know that the shareholders can say, "You are doing an illegal thing," the directors cannot safely venture upon any large speculation of that sort, and if it is done, it is done poorly and feebly.

3994. (*Mr. Glyn.*) I suppose that in the case of Carlingford Bay, unless power had been granted to the London and North-western Company in conjunction with the Irish company, the thing would not have been done at all?—No, I doubt whether it would; in fact it is not done yet. It is to be done as soon as the pier is ready.

3995. (*Capt. Galton.*) The Midland Company have

a service of boats from Morecambe to Belfast?—I believe they are interested in that. It is not done in their own name.

3996. They have not power by Act of Parliament to run the boats?—I am not aware of it. It may be so, but what I have stated was more to show that, in my opinion, the stimulation of that cross-channel traffic is very important indeed for the Irish railways generally.

3997. (*Mr. Glyn.*) You would establish a system of booking through?—Certainly; from every port in Ireland to every port in England, if possible.

3998. (*Chairman.*) Is there any through booking, except through Dublin, at the present time?—I am not sure. There may be some through booking in the north, and I have no doubt there is.

3999. Not by Waterford?—Yes, I believe there is through booking by Waterford, but the service is not good enough to make it popular.

4000. There is a very short practicable passage in the south of Ireland from Wexford or Carnsore to Fishguard?—There might be, if a proper harbour was made, a short passage across there.

4001. Has not a railway been started to Carnsore?—It is not, I believe, made, and indeed I know nothing about its present state, whether they have got to work or whether a contractor has been found to undertake it; it must be a work of some years.

4002. (*Mr. Hamilton.*) Have you calculated the difference in point of time, supposing there was a good sea service between Waterford and Milford, comparing a journey from London to the south of Ireland with the route round by Holyhead and Dublin?—The distances from Waterford to London by Milford and from Dublin to London by Holyhead, are, within a few miles, the same; going round by Dublin would be just the distance from Dublin to Waterford, and the disadvantage would be by that distance. I think that the distance is about 100 miles.

4003. If the sea service was good between Waterford and Milford, would there not be a large passenger traffic by that route?—I have no doubt of it.

4004. (*Chairman.*) The steamboat passage must be, at all events, four or five hours longer from Waterford than going by Holyhead?—No, I think it need not be four or five hours longer; at the present time it is so; it is about nine hours now.

4005. The distance does not make that difference in time necessary?—Not so much as that; the other is from four and a half hours to five, and this is nine; if the time was reduced to seven the difference would be much less.

4006. (*Mr. Hamilton.*) Do you know what the difference is in the sea routes?—At present it is represented by nine hours against four and a half.

4007. (*Chairman.*) The fast boats running between Kingstown and Holyhead are only adapted for passenger traffic, are they?—There is no physical reason why they should not take goods; but it would not suit their arrangements to carry goods.

4008. (*Mr. Hamilton.*) Is not that a subsidized service?—Yes.

4009. Therefore there is no prospect of getting boats of the same calibre between Waterford and Milford?—One would hardly expect them to be able to get boats of equal power and speed to those running between Kingstown and Holyhead without assistance, but very much better boats than there are now between Waterford and Milford might be put on.

4010. (*Chairman.*) Is there any other point to which you would like to call the attention of the Commissioners?—No.

4010*. I believe we have to thank you for the cartoon map of the Irish railways, which has been very useful to the Commission?—It is quite at your service.

The witness withdrew.

Adjourned to Tuesday next at 12 o'clock.

Tuesday, 30th May 1865.

PRESENT :

THE RIGHT HON. LORD STANLEY, M.P., F.R.S.
 THE HON. E. F. LEVESON GOWER, M.P.
 THE RIGHT HON. ROBERT LOWE, M.P.
 SIR ROWLAND HILL, K.C.B., F.R.S.
 T. B. HORSFALL, Esq., M.P.
 ROBERT DALGLISH, Esq., M.P.

GEO. CARR GLYN, Esq., M.P.
 A. T. AYRTON, Esq., M.P.
 CAPT. DOUGLAS GALTON, R.E., F.R.S.
 E. T. HAMILTON, Esq.
 J. R. MCLEAN, Esq., Pres. Inst. C.E.
 WILLIAM POLE, Esq., F.R.S., *Secretary*.

HIS GRACE THE DUKE OF DEVONSHIRE, K.G., F.R.S., IN THE CHAIR.

JOHN ENNIS, Esq., M.P., examined.

J. Ennis, Esq.

30th May 1865.

4011. (*Chairman*.) You are Chairman of the Midland Great Western railway of Ireland?—Yes.

4012. Have you been connected with that railway for many years?—I have been connected with it for 20 years, and I was the originator of it.

4013. Have you paid much attention to the affairs of the company since its establishment?—Yes, invariably, excepting for two or three years, when I was abroad.

4014. Has the question of the fares and charges on the Midland railway often been the subject of discussion at your board?—It has been so.

4015. Have you ever considered the policy of trying a lower scale of fares and charges than those which are now made?—That question has constantly been submitted to me by our late manager, Mr. Forbes, who suggested to us that it would be a wise thing to reduce our third-class fares; but I must say at the same time that for many years during his management of the Midland system he was very much opposed to anything like a reduction. He agreed with me in the view that traffic in Ireland is a limited quantity, and do as you might in the way of reduction, you would not be able to arrive at anything like a compensating receipt in money.

4016. Have any experiments of the kind upon any occasion been tried on the Great Midland railway?—Not as experiments, but our fares are particularly low; for instance, with regard to harvest labourers, of whom we carried 70,000 last year backwards and forwards to Dublin on their way to England, we have carried them for about a halfpenny a mile, and having done that we thought we had gone as far in the way of reduction as it was possible or profitable to go. I have always felt that there are two views to be taken of this question. If a board of management is prepared to make a great sacrifice for three, or four, or five years, it is possible, that they will arrive at a more satisfactory result than is now obtained; but the shareholders will not consent to go without their dividends during that time for a problematical advantage.

4017. Is it your opinion, that in the course of four or five years, if a large reduction of fares was tried, in all probability the railway receipts would recover themselves?—It is.

4018. Has the system of carrying the harvest labourers at the low fares which you have mentioned been tried for many years?—It has been tried for several years, and notwithstanding the very low rate which is charged, and which I am sure every member of the Commission will acknowledge to be a very low one, we do not carry anything like the number that are passing and repassing. I have often seen men walking past my demesne gates in clusters of 20 or 30. It used to be their practice to hire one of the cars of the country, and take it for 8 or 10 miles, 20* men being carried on the car, their places being taken in turn by 20* others. The party consisting, perhaps, of 40 who would probably share in turns the rest that would thus be afforded them.

4019. (*Capt. Galton*.) What would they have to pay for the car?—1s.†

4020. Only 1s. for so large a number for a distance

of 10 miles?—The charge is for the car, and they use that according to their own state of weariness; they would, as they call it in Ireland, ride in tye.

4021. (*Mr. Glyn*.) And the distance would be 10 miles?—Ten Irish miles. I think the owner would lead his horse.

4022. (*Capt. Galton*.) You mean 1s. for the car, and not 1s. per head?—No; probably it would be 2s.* for the venture.

4023. To take them 10 Irish miles?—Yes, I have known that done.

4024. At the present time do you believe it is possible to get a car so cheaply as that?—No, I do not speak of the present time; but I speak from my own observation of people whom I have seen passing my gate. I live in a lonesome part of the country; very few people live there, and I do not see the same state of things that I used to see. Notwithstanding the halfpenny fare that we charge—for instance, 5s. from Dublin to Galway, a distance of 126 miles—our manager tells me that we are not getting all that class of agricultural labourers to go by the railway.

4025. It would not be worth your while to charge such low fares as are charged on some of the lines for excursion trains in England, when people are carried for the same distance for half-a-crown?—No; I think not.

4026. (*Lord Stanley*.) The success of the excursion traffic depends, does it not, upon the density of the population?—Clearly so.

4027. (*Mr. Horsfall*.) Are you aware that low fares have been tried as an experiment on the Londonderry and Coleraine line?—No, I am not; I thought that our fares in Ireland were pretty nearly uniform; and, indeed, with regard not only to passenger fares, but to the carriage of goods, I think we generally agree at our clearing house upon a certain rate, and I think we adhere to that, except under special circumstances, as closely as we can.

4028. (*Mr. Glyn*.) That railway fell into the hands of the Exchequer Loan Commissioners; they have leased it, and probably that was the cause?—Yes; where a railway is subsidized, as in the case of the Belgian and Dutch Rhenish railways, low fares can be introduced and be persevered in, because the shareholders do not suffer by the system.

4029. (*Chairman*.) What are your third-class passenger fares at other times of the year, when the harvest men are not travelling?—I have been speaking of exceptional fares, the harvest men's fares; but I wish to speak of them in connection with the state of the country, which I think ought not to be lost sight of. The fare for a third-class passenger is a halfpenny and one-tenth per mile.

4030. (*Capt. Galton*.) Is not that in excess of the charge authorized by Act of Parliament?—I think not.

4031. Is it not a halfpenny a mile by the Act of Parliament?—I think not. I think that we could not very well charge more than the Act of Parliament authorizes. We run a Parliamentary train, which probably meets the requirements of the Act. The Parliamentary train is a penny, and that is the maximum.

4032. How many Parliamentary trains in a day do you run; one each way?—Yes; I think so.

4033. With respect to the harvest-men traffic, do you carry them in the ordinary trains?—Yes.

* These numbers were afterwards altered by the witness to "10."

† This sum was afterwards altered by the witness to "3s. or 4s."

* This sum was afterwards altered by the witness to "4s."

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4034. It does not occasion you any extra expense to carry them beyond running a carriage?—When a very large number of these men arrive by boat in the morning at Dublin, they are not the most orderly people in the world, and they are very anxious to get home to their several residences, and in that case we frequently send them on special, if there are 500, or 600, or 700 of them. They would so interfere with the action of our ordinary trains, that we do in those cases send them on special.

4035. If you sent 500 or 600 of them, would it not be very remunerative to you to carry them for half-price, at which rate you would be charging 5s. as between Galway and Dublin?—Yes. If we had every day 500 of these men on their way to Dublin proceeding to England, or if we carried 70,000 both ways, which would be 35,000 each way, and we had 35,000 to carry every week or every day, it would make a very serious difference.

4036. (*Chairman.*) Are the third-class passengers at all times of the year very limited in number?—No. Our third-class passengers for the half year ending December 1864, were 161,953; the largest number of our first-class passengers, was 65,600; of second-class passengers, 140,300; by the Parliamentary train, 136,000; while the harvest men were about 60,000.

4037. (*Mr. Glyn.*) Does that show a decrease by comparison with the preceding years?—I cannot state, for I have not the figures here.

4038. Do you think it does show a decrease?—No. I have had occasion to remark of late years that our third-class passengers have been steadily increasing.

4039. To what circumstance do you attribute that?—That I think is to be attributed, to some extent at least, to the emigration that is going on, and which has been going on in Ireland, for the last three or four years.

4040. (*Mr. Horsfall.*) Has the cattle traffic increased?—No. It is at a stand still. The falling off in the last half year, as compared with the previous one may be, I think fairly imputed to the scarcity of cattle in the country, I think very fairly.

4041. You do not think that any reduction of fares would increase the traffic?—No, I do not. Take for an example the great fair at Ballinasloe, which attracts so much public attention, I believe that our rates and fares are considered so reasonable there, that everybody is pressing us to take away their cattle in priority; but really our rolling stock is not sufficient for the operation, and I do not think as a general principle, that our rates charged for cattle, ought to be complained of. We have lately made a small reduction which may tell. Among those who send cattle to the Dublin market extensively are some who have probably what are called resting farms between Dublin and their residences. I reside 66 miles from Dublin, and I have farms where I rest my cattle. I sometimes send them by rail, and sometimes drive them.

4042. (*Capt. Galton.*) If the rates were lower, would it not be worth your while to send them by railway?—No; my steward tells me that it is better they should rest on the road.

4043. (*Mr. Glyn.*) Do you speak of fat cattle?—Yes.

4044. (*Capt. Galton.*) In England the cattle are generally sent by railway; the farmers seem to prefer it?—Yes; they go from the farmer to the market, but if the farmer had places on the road where he could rest the cattle, I doubt whether he would find it to his interest to send them by railway.

4045. (*Mr. Glyn.*) How many miles a day do you drive your cattle?—From my farmyard, to the Dublin market, it would take five days; that is for a distance of about 66 miles. But when I send this way, my cattle go a little out of their way for accommodation sake.

4046. (*Mr. Horsfall.*) Seeing that these intermediate farms can be kept up only at a certain expense, might not a reduction of the fares induce

you to send the cattle by railway?—Not if the question means to suggest that I should relinquish my farms and let them to other people.

4047. I presume you do not keep farms for the purpose of resting the cattle?—Not for that specific purpose, but I am enabled to make use of them for that purpose.

4048. (*Mr. Glyn.*) But that practice could apply only to very few persons?—Very few.

4049. Do the fat cattle generally go by railway?—Yes; almost invariably.

4050. You would not say the same thing as to the store cattle?—No.

4051. Would not a reduction in the rates charged bring them on to the railway?—Yes; the natural result of low rates would, of course, be to superinduce trade. But would it pay? that is the question.

4052. That must depend upon the quantity. We have been informed that a large number of store cattle do travel by the roads that might be brought on to the railways if lower rates were charged?—I think there would be some addition, but I do not at the same time think that the addition would outweigh the disadvantages of a very serious reduction in the fares.

4053. (*Capt. Galton.*) How far is the nearest of your farms from Dublin?—18 miles.

4054. Are your fat cattle driven 18 miles into the Dublin market and then sold?—No; they are driven only for a distance of about seven miles to my Dublin agent's place.

4055. They remain there for a day or two, I suppose to rest?—They remain a night.

4056. (*Mr. Horsfall.*) Do you not find the fat cattle decrease in value by being driven that distance?—No. Many experienced graziers say that they are the better for being walked a little into the market rather than when they are turned out of a railway truck, in which they generally get bruised, and sustain all sorts of injuries. Nothing is more common than to see in the Dublin markets, cattle bruised when exposed for sale, after being brought in by railway.

4057. (*Lord Stanley.*) Do you say that the injuries which they sustain in a railway truck are comparable to the wear and tear consequent upon their being driven along the road?—No, I do not go that length.

4058. (*Chairman.*) At what time of the year do you send your fat cattle to market?—In the winter time.

4059. They could not, I suppose, be driven the same distance in the summer time?—No.

4060. (*Mr. Hamilton.*) Are there facilities all along the line for putting the cattle into trucks at every station?—Yes, at every station. We receive and deliver cattle at every station, with the exception of one or two.

4061. (*Chairman.*) Do you carry much store cattle by the rail?—A great quantity.

4062. But a large quantity also travels in the same direction by road?—Unquestionably.

4063. (*Capt. Galton.*) Is not the quantity of store cattle that you carry regulated by the number of trucks that you possess?—Yes, at Ballinasloe fair, where a larger number of store cattle present themselves. At any other fair, and there are many of them in Ireland, our appliances are very ample for the purpose. But I am very willing to admit that we do not get all the cattle to carry that are sold in those fairs; at least, that is what our manager informs us, and that is what I heard also from gentlemen who are in the habit of attending those places.

4064. (*Mr. Horsfall.*) Can you state what proportion of the cattle does travel by railway compared with those that travel by road?—I could not venture to give even an approximation to that.

4065. (*Chairman.*) Have you formed any opinion as to what proportion of the whole cattle in the country should travel in a year, either as fat cattle to market, or to be removed from one farm to another?—No.

4066. (*Mr. Hamilton.*) I thought you stated that the traffic was a limited quantity, and that there was

no prospect of increasing it by reducing the fares?—Quite so; I did say that the traffic, in my opinion, was a limited quantity, but I said so more with reference to any prospect of any large money increase by reason of very largely reduced fares. I think the traffic is a limited quantity; at the same time I am quite willing to admit that of that limited quantity we, on the Midland system, do not carry all that is to be carried.

4067. (*Lord Stanley.*) You would, I presume, expect to carry more if a reduction were made, but not so much as to compensate you for the pecuniary loss you would sustain?—Yes.

4068. (*Mr. Glyn.*) You would have to increase your plant in that case, and you think, upon the whole, that it would not pay you better than at the present time?—I think that we should make very great exertions to do the service of the country, as far as possible, but there are some people, who, if you offered them to carry their cattle at a minimum price would prefer to drive them along the road; men to whom time is of no moment. And the same remark may be made as to passengers; I have sometimes thought that if we were to carry a man from Galway to Dublin for nothing, what would he be doing in Dublin? He has no occasion to go there, no pleasure to seek, no business to transact, and, without seeking to jest, we should be almost obliged to give him his breakfast and dinner into the bargain.

4069. (*Mr. Hamilton.*) I do not understand from your evidence that your railway appliances are deficient, except at particular points of your system, and on particular occasions?—I have mentioned Ballinasloe as the only point where anything like a deficiency is felt; but it must be remembered, that that is an enormous fair, and it would require appliances on the largest possible scale to meet the demand.

4070. You could not carry a great deal more than you do?—Yes we could; our receipts vary from 7,000*l.* to 8,000*l.* at that fair in October.

4071. (*Chairman.*) Do you ever borrow rolling stock from other railway companies?—Yes.

4072. (*Mr. Ayrton.*) Has the number of labourers which you have carried at a halfpenny a mile increased in the last few years?—The harvest labourers have increased in numbers. These poor people from the west find their way to some market for their labour; they can hardly get a shilling in Ireland, and naturally they will go to places where they may get many shillings.

4073. Can you state how many you carried about 10 years ago, as compared with the number which you carry now?—I am afraid I cannot accurately do so; I have three half-yearly returns before me, and there is a very insensible difference, at least dealing with such large figures. I find that up to December 1863, we carried 85,200 harvest labourers; up to June 1864 we carried 83,000; and up to December 1864 we carried 88,000, so that the numbers are not very different.

4074. (*Chairman.*) Do the harvest labourers put off their return homewards to as late as December?—Yes, they put it off as long as there is any chance of money to be got in England.

4075. (*Sir R. Hill.*) Were the numbers you have given carried in the particular months you have mentioned?—No; in the half years.

4076. (*Capt. Galton.*) How do you accommodate these harvest men; do you carry them in the ordinary third-class carriages?—Yes.

4077. How many will an ordinary third-class carriage accommodate?—I should think 40 or 45.

4078. Then I suppose you simply add to any Parliamentary train two or three additional carriages?—No, we do not like doing that, because there is great detention caused by it. These men get out at the various stations; they will do it, and there is more or less noise and detention, and therefore we do not like carrying them, and never do, with a fast train.

4079. Why not?—For the reason I have just given you, that they will get out of the train, and then it is

very difficult to get them in again, and therefore the train is detained; but on some occasions, and they are not very few, we send them by a special train.

4080. If you got as much as 4*s.* a mile, I suppose it would pay you?—Yes.

4081. If you carried 170 of those men at a farthing a mile, it would be a paying rate, would it not?—That would be 2*s.* 6*d.* for 120 miles, and I doubt whether it would be a paying rate. At the same time I think it is only fair to say that it has been recommended to us, that we should carry people at that rate.

4082. (*Mr. Ayrton.*) Did you not formerly carry them cheaper than you do now?—No; at the recommendation of our manager, Mr. Forbes, we in the year 1860, advanced our passenger fares 10 per cent.

4083. (*Capt. Galton.*) On all classes of passengers?—Yes; and I think I have Mr. Forbes's note. He stated in a note, dated 17th July 1860, "I beg to suggest for the consideration of the directors, whether it is not desirable at once to revise our scale of passenger fares. The accommodation given on this line is at least equal to that afforded by the Great Southern and Western Railway company, whose fares are 10 per cent. higher than ours." On the receipt of that letter in July 1860, we raised our fares; the fares of the first and second-class passengers were to be raised 10 per cent. higher than the then present rates, and a full penny a mile, was to be charged for passengers going by Parliamentary trains.

4084. (*Mr. Glyn.*) What was the effect of that alteration?—The effect was to increase considerably our receipts.

4085. Was there any great diminution in the number of the passengers?—I am afraid that I have not any data of so anterior a date as July 1860 to enable me to answer that question.

4086. (*Mr. Ayrton.*) Have you received applications from any other class of working people to have the advantage of the harvest labourers train extended to them, or that they might have the benefit of the same rate?—No. We issued return tickets from market town to market town at very reasonable rates indeed. If the question refers to that fact I can say that applications were made to us from time to time and we met those applications by giving return tickets from town to town at a reduced rate.

4087. (*Chairman.*) Did any considerable number of passengers avail themselves of those return tickets on market days?—Yes.

4088. Which are the principal market towns on your line?—Mullingar, Boyle, Longford, Carrick, and Athlone.

4089. How do you distinguish the harvest passengers from the other passengers? At the time you are conveying the harvest passengers do not other labourers or other persons present themselves desiring to be carried at the same low rate?—We treat any persons who will travel by those fourth-class trains that we start in the same way; if a man in a blue coat chooses to come we will carry him.

4090. Do you also carry women and children by those trains?—No.

4091. Not if they present themselves asking to be carried at those low fares?—If they did come and ask us I do not think we could or should refuse them, but in fact and in practice they never do.

4092. (*Mr. Horsfall.*) I suppose they are all through passengers?—Yes.

4093. (*Mr. Glyn.*) You issue a particular description of ticket?—Yes; called the harvest ticket.

4094. (*Mr. Ayrton.*) Did Mr. Forbes change his opinion upon the subject of the rates after the period to which you have alluded?—No; he partook very much of my view; that we were getting practically all the traffic that we could get at a fair paying rate. I have read his evidence, and I am afraid I must state, as I have already stated, that it was upon his recommendation we advanced our fares; and so far from his being an advocate for lowering them, I have a copy of a letter of his, in which he presses upon me the expediency of advancing our fares; and that was

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done after he had three or four years experience of the working of our line.

4095. (*Mr. Horsfall.*) What is the date of that letter?—19th July 1860.

4096. (*Sir R. Hill.*) You have stated that the immediate effect of advancing the fares was to increase your revenue?—Yes.

4097. Can you state what the ultimate effect, or what the more remote effect was?—If I am justified in attributing the then existing state of things to the fact of our having advanced our fares in 1860, I am sorry to be obliged to admit that within the last half year our revenue has fallen off; it has decreased considerably. I ascribe that to the impoverished state of the country, and particularly of the towns.

4098. Is the country more impoverished now than it was in 1860?—Unquestionably so.

4099. (*Lord Stanley.*) In consequence of the three bad years that followed?—Yes; and in consequence of the quantity of land that has been thrown out of cultivation, particularly in the west of Ireland.

4100. (*Mr. Horsfall.*) In your opinion, would the railway companies in Ireland be benefited by a general amalgamation?—Is what is meant an amalgamation under Government superintendence, or the simple amalgamation of one company with another?

4101. Would either of those systems confer a benefit on the country?—I should like to see it tried. It stands to reason that if you diminish the expenditure for management, railway staff, and those things, you will gain something. Whether it can be carried out with facility in Ireland is another part of the question. But I should like to see it tried there. I have had such instructive experience of the trouble and difficulty of managing a moderate concern like ours, extending only over 337 miles, that I should be very glad to see such an amalgamation carried out as is alluded to.

4102. (*Mr. Glyn.*) Is your system an entire system; or are there some small companies which do not belong to you?—I can answer the question critically. I should say that our system proper is 245 miles; that is, from Dublin to Galway, and from Dublin to Sligo.

4103. What independent companies are there?—There is a small independent line of 15 miles in length from Athenry to Tuam, which is worked by the Midland company; we rented it for a sum of 4,000*l.* a year, and I think our loss upon it has been about 2,000*l.* per annum.

4104. You have the regulation of the rates and fares charged upon it?—Yes; then the Great Northern system is 71 miles long, from Athlone to Castlebar; and it is now being carried down to Westport. We do the haulage of the line, and also regulate the fares; that is to say, by an understanding with the promoters.

4105. (*Mr. Horsfall.*) Have you an equal mileage rate over the whole of your line?—Yes.

4106. (*Mr. Ayrton.*) We have been informed that the inhabitants of Galway could give you a guarantee as to that part of the line between Athlone and Galway, and that they have repeatedly remonstrated with the directors against the excessive rates of charge, stating that they were anxious to have a reduction, and that they would accept any responsibility that would fall upon them for any loss that might ensue. Are you aware of those circumstances?—I apprehend that the Honourable Member is alluding to a statement that was made by Mr. Monsell in the House of Commons, and to which I replied at the time.

4107. No. What I have referred to was stated by a witness who was examined before the Commission?—The only application of that kind that I have ever heard of was made by Lord Clancarty, who was a director of the Midland railway. He was so full of the notion that low fares would bring largely increased business, that he proposed to his brother directors to try a reduction as between Galway and Athlone, and with a great deal of patriotism and belief in the truth of his system, he proposed to

guarantee us against any loss by reason of the trial. The proposal was considered, but the difficulty then arose what should we do with the rates over the rest of our system, because we could not have differential rates, and we were obliged to decline it. With that exception, there has never been any application made to me officially by any persons in Galway for reduced rates.

4108. (*Mr. Glyn.*) Could you not have tried the local rates as differential rates?—We could have tried them certainly, there is no doubt about that; but I was very much disinclined to meddle in the matter under an exceptional state of affairs as between the Company and Galway, where they found that it was very onerous upon them to make good the deficiencies every half year of 3,000*l.* or 4,000*l.*, under the Act of 1849, and I thought it would be hardly right under those circumstances, to make an exception with them, and at the same time expose ourselves to be attacked by people living upon every part of the line who would have asked us to do the same thing.

4109. It was therefore declined?—Yes.

4110. You have just referred to the Act of 1849; what was that Act?—That was the Loan Act. Sir Charles Wood concluded an arrangement with the Midland company, by which a sum of 500,000*l.* was to be advanced to be laid out in the western districts of Ireland, but it was more for the sake of giving employment to the people at a period of great distress, than benefiting the railway; so much so that I refused it at the time; I said the money was not worth having at the price, and unfortunately my words have come true.

4111. (*Mr. Horsfall.*) Did Lord Clancarty's proposal extend to goods as well as to passengers?—I do not say that that is what he said, but I suppose he intended that.

4112. (*Mr. Ayrton.*) Did the Grand Jury of Galway come to any resolution upon the subject?—Not to my knowledge. On the contrary, the Grand Jury have been very anxious to get rid of the operation of the Act of 1849, and to relieve themselves from the payment every half year of from 3,000*l.* to 4,000*l.*

4113. Was it not suggested that they might get rid of that responsibility by your company reducing the rates from Athlone to Galway?—I have never heard of that.

4114. (*Mr. Hamilton.*) What plea have the Grand Jury put forward as the ground for releasing themselves from that payment of from 3,000*l.* to 4,000*l.* a year?—The plea was, the arrangement entered into by them in the year 1857, I think, with the promoters of the Great Northern line from Athlone to Castlebar and Westport. The county gentlemen of Galway opposed the bill, because, they said, "It taps our traffic completely, and it renders our Athenry station useless, and as we are accountable for all deficiencies between the payment of the interest upon the Government loan and the net receipts of the line, we will require you to release us from our liability if you encourage a line which is otherwise an advantage to you, but which involves very serious consequences and losses to us." We entered into that arrangement limiting it to a certain period, and it was only the other day that an arrangement was finally entered into, by which the Midland company, in consequence of the part we have taken as shareholders in the Westport line, and in consequence of the large amount of traffic it brings to our system at Athlone, have consented after 1870 to release the baronies in the county of Galway from any liability under the Act of 1849.

4115. (*Mr. Hamilton.*) The plea which they put forward was not that they had not received the advantage which they expected owing to the high rates imposed by the directors of the railway?—Certainly; the plea was, that an interference with their traffic would be caused by reason of the construction of the Great Northern line.

4116. (*Mr. Ayrton.*) They considered that the construction of any competitive line released them from

the obligation to give a guarantee?—That was the effect of their plea.

4117. (*Capt. Galton.*) I observe in the Board of Trade returns of the traffic on your line that, while there has been an increase in most of the articles carried, there has been a great falling off in the receipts from coal and coke. In 1861 the number of trains of coal and coke was 19,000, and the number in 1863 was 11,000; the amount received in 1861 being 4,500*l.*, and in 1863 only 2,000*l.*; to what do you attribute that difference?—With regard to the question generally, I should say that where there has been a comparatively large increase in the money received for the carriage of coals it must have been from the season having been very wet and turf not to be had. Take my own case, I use turf in preference to coal; I like it better; and I can get coal delivered at my house for about 20*s.* or 21*s.* a ton.

4118. (*Mr. Ayrton.*) Do you live near Athlone?—Moate is my station; the coal is carried for three farthings a ton per mile.

4119. (*Capt. Galton.*) Was the year 1861 a very wet year?—I think that 1861, 1862, and 1863, were bad years; I am sure of it. By a bad year, in Ireland, we mean a very wet year.

4120. I observe that the receipts from coal and coke, which, in 1861, were 4,500*l.*, and in 1862, 4,800*l.*, fell, in 1863, to 2,000*l.*?—Yes.

4121. I understand that in a wet year you require coal for consumption?—Yes; because we cannot get turf.

4122. 1862 having been a wet year, one would have thought that the coal would have increased in 1863, but instead of that it appears to have diminished?—Yes; except that the return may have referred to a bygone period.

4123. In the evidence of Mr. Forbes he was asked, at question 1849, "Have you ever urged upon the directors of the railways with which you have been connected the policy of trying the effect of a reduction of the rates upon coal especially?—Yes; when I joined them I found that the rate was about 1½*d.* per ton per mile, and I recommended them to reduce it to ½*d.*, but I induced them eventually to reduce it to ¾*d.* What was the effect of reducing it from 1½*d.* to ¾*d.*?—That the traffic was increased, I think, about 25 per cent. That was attended with loss probably?—No, I think not; the reduction that was made was not sufficient to create any loss. I think that anything short of ½*d.* a ton per mile would not be of the least use. (*Mr. Ayrton.*) Upon what calculation is that opinion of yours based?—It is based upon this, that at a rate of ½*d.* a ton per mile you can deliver coals into all the principal towns in Ireland for about 16*s.* or 17*s.* a ton; and I believe that for mere domestic purposes it would entirely supersede the use of turf." Do you dissent from that opinion?—Yes; if Mr. Forbes means to say that by reducing the rate upon coal to a halfpenny a ton he could deliver that coal into all parts of Ireland for 16*s.* or 17*s.* a ton, what becomes of the fact that we pay 16*s.* and 17*s.* for our coal in Dublin?

4124. Is the coal delivered at Dublin at that price?—The coal is delivered at the quays opposite the Custom House in Dublin, and the price is 16*s.* a ton.

4125. Delivered from the ship?—Yes, including the carriage.

4126. (*Sir R. Hill.*) Can you say what the price would be at the quay?—I make a contract generally speaking with a man who supplies the Bank of Ireland, and I think that my contract in the last year was 16*s.* or 15*s.* 9*d.*, I do not know which.

4127. (*Mr. Glyn.*) Was it laid down at that price?—Yes.

4128. (*Sir R. Hill.*) At the quay do you mean?—No; at my house in Merrion Square.

4129. What is the price charged for the carriage?—I suppose it is 1*s.* 6*d.*

4130. Then the price at the quay would be about 14*s.* 6*d.* or 15*s.*?—Yes, or something less.

4131. (*Capt. Galton.*) Are there facilities for unloading the coal on the quays at Dublin? Any steam machinery?—There is no steam machinery.

4132. (*Mr. Glyn.*) Then there is the cartage also to be paid for from the ship to the railway station in Dublin?—Certainly; and I think that the cartage up to the Bank of Ireland, or to my house, is about the same. It is probably 1*s.* 6*d.* at the outside.

4133. (*Mr. Ayrton.*) Then you would have to pay cartage from the railway station in the country to where you live?—Yes, and that is a very serious thing. To say that coals can be delivered in the country at 17*s.* a ton by reason of our charging a halfpenny a ton per mile is a fallacy.

4134. It would also have to bear the charge of the local dealer who sold it at the railway station?—We have endeavoured to encourage local dealers in coal. We have done all that we could to do so, but we find that we cannot compete in an ordinarily good year with turf. It is suited to the habits of the people, and their appliances are in keeping with its use. I do not think that if the rate was reduced to a halfpenny a ton, it would encourage very much a proportionate increase of the consumption.

4135. (*Capt. Galton.*) Do you remember Mr. Forbes making that suggestion to you?—He may have done so, but I do not remember it. Three farthings a ton we have acted upon.

4136. (*Mr. Ayrton.*) Can you give us in coal the exact equivalent to a ton of turf?—I cannot; but I know that I should have my house and gardens supplied with fuel much cheaper if I used coal instead of turf.

4137. At what price should coal be to make it cheaper?—I pay a man 25*l.* a-year for cutting my own turf and saving it, and then I have to cart it, and that 25*l.* worth of turf does not last me from September till March.

4138. (*Lord Stanley.*) Does not the price depend very much upon the wetness or dryness of the season?—In a wet season you get no turf, it is not worth anything.

4139. (*Capt. Galton.*) Did you say that in Dublin you paid 15*s.* 6*d.* a ton for coal?—Not delivered. I think my contract was 16*s.*, certainly not higher.

4140. Of that 1*s.* 6*d.* would be for carting?—Yes, of the 16*s.*

4141. Which would make the price 14*s.* 6*d.* at the quay?—Yes, landed.

4142. Then it might be delivered, if carried at a halfpenny a ton, within 60 miles of Dublin for 17*s.*?—There would still be the cartage to pay for from the depot.

4143. I think Mr. Forbes stated that in order to enable it to be delivered at that price it would be necessary that the rails should run down to the side of the wharf where the coal was brought on shore?—Our Liffey branch is carried down to the quay, but not to the edge of the water, and if a vessel discharged the coal alongside the quay wall, necessarily there would be the cartage across the quay and loading into our trucks.

4144. Is it impossible to lay down rails on the quays?—They are thinking of doing that; and I believe the Ballast Board have had a bill before the House this session to enable them to lay tramways along the quays with sidings.

4145. Then the coal could be at once put into the trucks?—Yes; except I think that there will not be any coal wharves. I think it is mostly the place where the steamers lie, and it would be very inconvenient as regards the public.

4146. (*Mr. Hamilton.*) What price do you pay for coal at your own residence in the country, 60 miles from Dublin?—They are delivered at Broadstone for about 15*s.* 6*d.*, and I pay ¾*d.* a ton a mile, which for 68 miles is 4*s.* 3*d.*, making 19*s.* 6*d.*; then I have to pay for cartage for four and a half miles.

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Ennis, Esq. 4147. Making up altogether perhaps 11. 1s. a ton?—Putting what charge you please for a man's own carts.

4148. (*Sir R. Hill.*) Still I understood you to say that you would save by substituting coal for turf?—It would be cheaper for me; but then I take into consideration the enormous waste that there is; if I burned nothing but coal, it would be a saving to me, even at the present high rate.

4149. *A fortiori* you would save if the rate upon the coal was reduced to a halfpenny a ton?—Yes; if I allowed opinion and fancy to enter into my calculation, I should prefer coal at 40s. a ton to turf at 11., although, economically speaking, I am quite satisfied I should be wrong.

4150. Would not the economical view of the question be that which would influence the greater number of consumers?—I should say so.

4151. According to your view, if the consumers looked simply to the cost of the fuel, they would, even at the present rates charged for conveyance, use coal rather than turf?—True; but we must bestow a thought upon those who are the consumers, the masses. The masses have not the appliances; they have not the grates in which they could burn turf or coal respectively; their dwellings would have to be re-arranged. Persons of a certain class would find it more economical to do the one rather than the other; the great masses of the people would not know how to burn coal, and you could not convince them that they would effect any saving by it. Then there is an additional question to be considered; that they would not be in a position to buy any quantity, or to cart it home. We have to deal with people who are very poor, and who cannot take advantage of economical operations.

4152. (*Mr. Ayrton.*) Are the cottages provided with hearths rather than with grates to burn coals in?—Yes; in the cottages in the interior there are no such things as grates. Gentlemen who build cottages for their tenants put these things in very nicely, but the great masses of the people have no such things provided.

4153. (*Mr. Hamilton.*) Upon your line what number of tons do you consider a full train load?—We sometimes carry as a load 40 trucks and waggons; we have carried as many as 40 and 50 trucks. The weight of a truck loaded will be at least nine tons.

4154. (*Chairman.*) Including the weight of the truck itself?—Yes.

4155. (*Sir R. Hill.*) What is the weight of the contents of a truck?—The average weight I suppose is five tons.

4156. (*Mr. Hamilton.*) What is the maximum number of tons of goods that you would carry?—That is a question I cannot answer.

4157. What is the maximum quantity of coals that you could take along your line?—I should think, looking at our appliances, that we could take any quantity.

4158. With one locomotive, what is the maximum quantity of coals that you could take in one train?—We could take four tons of coal in a waggon; I suppose we ought to be able to draw at all events from 30 to 35 waggons, and that would be 120 tons. But trade in coal is a thing that does not exist.

4159. (*Mr. Glyn.*) Do you mean that the quantity required is so small?—Yes; and the use of it is so opposed to the habits of the people.

4160. (*Mr. Ayrton.*) Can you give the Committee a statement of the leading items of goods which are carried on your line?—I hardly know how to name them; there are all sorts of groceries, and all sorts of wines and spirits.

4161. Those are the leading articles of the goods traffic?—Those are the articles which would come under the class that would produce the largest amount of receipts.

4162. (*Chairman.*) Do you also carry corn?—Yes; a good deal of corn is carried; but in certain years

the corn trade is infinitely better than in others. Last year there was very little Indian corn carried into the country; the corn crop and the oat crop were so exceedingly good that Indian corn was found to be more expensive than oats, and the consequence was, that the import of that article diminished very considerably.

4163. (*Mr. Ayrton.*) Is turf carried upon your line?—Never; it could not be done; it is carried in boats upon the canal; and inasmuch as the Royal Canal, which is owned by the Midland Great Western company, runs almost parallel with our line from Dublin to Mullingar, and from Mullingar to Longford; there is of course an element of competition there.

4164. That railway company holds the canal under their own management, and they work it?—They bought it at the time they made the line; but they are not carriers on it, they merely charge tolls.

4165. They do not interfere with traffic on the canal; that is left to the option of the freighters?—Yes, and private enterprise may charge any rates it pleases. With regard to the Grand Canal, the system is different there, by an arrangement between the Great Southern and Western company and the Midland, the Grand Canal company are empowered to charge from 10 to 15 per cent. lower than the railway companies.

4166. (*Mr. Glyn.*) On the canal that your company hold, the freighters may charge what they please?—Yes.

4167. (*Mr. Ayrton.*) What commodities are chiefly carried on the canal?—Every description of commodity. I have often seen in our docks, under our windows, boats being loaded with soft goods, sugar and articles of that kind, and which one would suppose ought to go by railway.

4168. What charge is made on the canal?—We charge by the tonnage.

4169. The tonnage of the boat?—Yes.

4170. There is no discriminating charge on account of the character of the goods put into the boat?—No.

4171. (*Sir R. Hill.*) They are not carried at your risk?—No.

4172. (*Mr. Ayrton.*) What is the toll charge on the boat?—5s. 6d. from Dublin to the Shannon.

4173. What is it to Athlone?—The Royal canal does not go to Athlone; it goes to Longford.

4174. Can you state how many miles it is?—I think it is upwards of 90.

4175. Is it a mileage charge that is made?—No; it is 5s. 6d. a ton for the whole distance.

4176. Is it a mileage rate, or do you charge a sum in gross for the goods taken to Mullingar and other places?—It is a mileage rate based upon the 5s. 6d. for the entire journey per ton.

4177. Is it *pro rata* for the whole distance?—Yes.

4178. It is a charge per mile throughout the whole length?—No; we charge 5s. 6d. a ton. Then if the distance be to Mullingar, of course, it would be only half of that; it is so much per ton by the mileage.

4179. Do you know the principle upon which it is computed?—No; it was considerably higher, and when we got possession of the canal we reduced it; it was very considerably higher; I think the Parliamentary licence is much higher than that.

4180. (*Capt. Galton.*) Suppose a boat went for 6 or 8 miles, what would be the charge?—I suppose the tollage would be higher in proportion.

4181. (*Mr. Glyn.*) Did you reduce the rates the moment you became possessed of the canal?—Yes.

4182. Then you established a competition against the railway?—To a certain extent; because our object was to encourage the description of traffic that was peculiarly suited to the canal, such as lumber and coarse goods, for we found that from place to place they were in the habit of carting all those things, and the moment we reduced the rates on the canal we certainly got a very considerably increased amount of traffic; but then the rates were extravagantly high as fixed by Parliament. It was under

an old Irish Act of Parliament, and the rates were ridiculously high.

4183. Then you put the canal in competition with the roads?—Yes; we did that at a time when our railway was under construction; we were the owners of the canal, and it was of course our business to make it as profitable as possible, and to pay our shareholders the interest upon their money pending the making of the railway.

4184. (*Mr. Ayrton.*) Do you obtain an income now equal to the interest which you parted with in the price paid for the canal?—No; and I think I can best answer that question by referring to some facts. In December 1864 we received for rents and tolls and water supply (I should mention that we have a very considerable amount of house property in the neighbourhood of the canal in Dublin) 5,000*l.*, and I will suppose that in another half year it would be 6,000*l.* or 7,000*l.*, take it at 12,000*l.* together. I think that we gave 330,000*l.* for the canal, but then there is to be included in that, to the credit of the company, the facility that this gave them of making a considerable part of the line on the banks of the canal.

4185. Then you have all the expenses to bear of keeping the canal in repair?—Yes; but they are very small. I think it is 2,700*l.* for the half year.

4186. Does the road come into competition at all with the railway now?—No; I have not seen that.

4187. Is the charge you make very much under the charge for cartage by the road?—I think it is. The carting business was formerly a very flourishing one in Ireland, but I think it has disappeared. I do not now see the long strings of carts that, when I was a boy, I saw upon the high roads in Ireland.

4188. Has your company any agreement with any person in Dublin to cart goods from the stations?—Yes, with Mr. Wallace, who receives and delivers goods for us in Dublin; also in Galway, in Sligo, and in Athlone.

4189. Can you state what the relative rates of charge are for cartage and by railway conveyance?—No; I cannot.

4190. (*Mr. Horsfall.*) Although the traffic by the canal has increased, the net profit or the dividends on the canal have not increased?—The traffic by the canal, I think, has not increased. Indeed I know, that in 1863 of the half year ending December, the total traffic produced 6,099*l.*

4191. I was drawing a distinction between the traffic and the money receipts?—I did not intend to say that the traffic on the canal was either one thing or the other, for we have nothing to say to that; we have nothing to do but with our tollage. The quantity of goods carried we know nothing about. I can only say that from the tolls we receive so much, for water supply so much, and from our house rents so much; but as to the traffic on the canal, that is a term that can hardly be applied as to us, because we are not carriers on the canal.

4192. (*Mr. Hamilton.*) But you receive tonnage rates for the goods that are carried upon it?—Yes.

4193. Is not that very much the same as receipts from traffic?—Yes.

4194. (*Mr. Glyn.*) You charge a tonnage upon the boat?—Yes; and the tonnage upon the boat will depend of course upon the quantity carried.

4195. You know nothing about the receipts upon the goods taken by the freighters?—No; they are private undertakers, who, I believe, are not making anything of it.

4196. (*Mr. Horsfall.*) You have stated that the traffic has not materially increased consequent upon the rates being reduced; has the income from the canal been increased by a reduction of the rates?—When I made that statement I alluded to a period of nearly 18 or 19 years ago, when the Midland company obtained possession of the canal; at that time the tolls were very high, extravagantly so, and the first thing which the company did, was to reduce those tolls, and the consequence was immediately a very large increase in the traffic upon the canal.

4197. And an increase in the receipts?—Yes; the state of things continued up to a certain period; but we then found that it did not answer our purpose to be carriers upon the canal, and we thought that we would throw it open to public competition, and be content with our tolls, and our water and house rents.

4198. (*Chairman.*) Are any mines worked in the neighbourhood of your line of railway?—None. An application was made to me some time ago by a man who proposed to work some property belonging to a relative of mine in the county of Leitrim. I should mention that at the head of Lough Allen, there is a canal, and I believe it comes down into the neighbourhood of Carrick, and we offered, as an experiment to carry the minerals for next to nothing in the hope that something might come of it.

4199. (*Capt. Galton.*) What rate did you offer?—It was something extraordinarily low.

4200. (*Chairman.*) What were the minerals?—Ironstone.

4201. (*Capt. Galton.*) Did you offer to carry them at a halfpenny a ton per mile?—It was not so much as that; I cannot give you the precise figures, but the expression I used to the agent was, "I shall carry your stuff for anything you please to give me, as an experiment."

4202. What was the result?—They found so many difficulties in getting it to the railway, that it did not come.

4203. (*Mr. Ayrton.*) Have any other applications for special rates been made by persons for the purpose of developing some particular branch of industry?—I do not remember that there have been; but I should be only too glad, not only in the interests of the railway but in the interests of the country at large, to encourage, almost at any cost, the development of anything that might be beneficial to the country.

4204. (*Chairman.*) Is the fish traffic of any importance to your railway?—It is of course an advantage, and we give it all the facilities that we can. The valuable fish we carry by a night train, and the fish that is less valuable, such as hake, and other kinds of coarse fish, we carry at a very low figure; but the Galway fisheries, where one would expect to find plenty of fish, are totally neglected.

4205. (*Sir R. Hill.*) What is the reason of that?—I will endeavour to explain. I had occasion a few nights ago to speak to a gentleman in the House of Commons with regard to an application to the Fishery Board for 2,000*l.* to restore the pier at Buffin in Cleugh Bay, and I said, "Will you join me in the application? I am told it is a place that swarms with fish, and if we have a pier there, the fishermen will have some security, and they will go out." The answer that I received was, "They will not go out; they pay no attention whatever to the fisheries, they allow the fish to come and go without making any effort to catch them." Now it is very hard to say what is the reason of this, but if the fisheries on the west coast of Ireland were developed, the Midland Railway company being in connexion with it, would feel it to be their duty, and their shareholders interest, to afford every facility in the world, and, as in the case of carrying minerals, everything they could do, they would do to facilitate it.

4206. (*Mr. Ayrton.*) Do you regard the Irish people naturally as a seafaring people; or do they dislike going to sea?—No, I do not.

4207. (*Sir R. Hill.*) The unproductive state of the fisheries in the neighbourhood of Galway is not owing to any want of facilities afforded by the railway companies?—Unquestionably not. There is no doubt that railway companies may be sinners to a certain extent, but they are on the other hand very much sinned against.

4208. (*Mr. Ayrton.*) Do you think that if English fishermen went to the west coast of Ireland, they would be able to get on in harmony with the native fishermen?—We know the fact to be, that some years

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J. Ennis, Esq. ago a company was established for the purpose of trawling in Galway Bay, and what was the consequence? The fishermen who inhabit a region in the neighbourhood of Galway called Claddagh, turned out against them, and would not allow them to trawl; and the Englishmen very properly went away with their lives.

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4209. (*Sir R. Hill.*) They will neither fish themselves, nor allow any one else to fish?—It seems to be so.

4210. (*Chairman.*) You have spoken of an arrangement between the Great Southern and Western and the Midland companies as to some canal; where does that canal run from?—I spoke of the Grand Canal, which passes along here (*pointing to the map*), on to Tullamore and Banagher, and so on with a branch to Ballinasloe, that is the Grand Canal; the Great Southern and Western company with their systems to the west, and the Midland company, after a conflict of considerable duration, have entered into terms by which the Grand Canal company are allowed to carry goods at a differential rate of from 10 to 15 per cent. less than the railways.

4211. Have you any arrangement with the Great Southern and Western company by which steamers are prohibited from plying upon any navigation?—We have not any arrangement prohibiting them from doing anything with their steamers; but when we had a long conflict with the Great Southern and Western on the Shannon, between Athlone and Limerick, we

The witness withdrew.

GEORGE PARKER BIDDER, Esq., examined.

4213. (*Chairman.*) You are a civil engineer of long practice?—Yes.

4214. You are, I believe, chairman of the Great Eastern railway?—I am one of the ordinary directors.

4215. You have been often consulted by railway companies on general financial questions as well as questions relating to engineering?—Yes.

4216. You have paid some attention to the position of Irish railways generally?—Yes.

4217. Have you formed any opinion as to a reduction of the charges upon Irish railways, both for the transport of passengers and goods?—Yes, for passengers, and particular classes of goods, such as coals, cattle, &c. The main object appears to me to be, if possible, to improve in some way or other the management of railways in Ireland, so that the industry of that country might be stimulated by reduced charges; if that might be done without inflicting any pecuniary loss upon the present owners of the railways there, and also, if possible, without throwing any charge upon the imperial revenue. With that view, of course, I have considered that, in the acquisition of these railways, ample powers would be given for dealing with them as we do in this country as to the acquisition of land, (in this country or in other places,) for the formation of a railway in the first instance, when private rights have to give way for the public convenience. It is impossible in Ireland, or in any other country, to get the full benefit of railroads so long as they are cut up into a small number of divisions; you cannot have through rates, and you cannot have the power of adjusting the rates with that flexibility which my experience teaches me is necessary in order to give full convenience to the public, and to secure the largest revenue to the railway. What one ought to aim at in railways is very much the same as that which was done by the Post Office, that is, to have one rate, if possible, to all places. Of course that is practicable enough as to letters that pay a rate of 300*l.* a ton, a fixed charge, but the rate for carrying a ton of goods, even to the Land's End would be a very small per-centage upon that rate. Coal is an article which ought to be vended, in order to secure its extensive use, at a few shillings a ton; but that is a case that does not admit of that perfect equalization of rates which has been accomplished in

carried our competition so far as to take a man from Dublin, *via* Athlone, to Killarney as cheaply as the Great Southern and Western carried him by their line direct to Killarney. We carried passengers all round the river to Limerick, and with the assistance of cars took them to Killarney; but that is now at an end, and at this time there are steamers running between Limerick and Athlone, and I know a gentleman who would be very glad if the steamers called off Searriff, where he lives.

4212. Are there any other facts that you desire to state to the Commission with reference to your railway?—I have only to add that, in my judgment, if an experiment were to be made of low rates and fares, and which appears to be now the great desideratum, it might be tried; but inevitably it could only be tried at the expense of the existing shareholders,—whether the experiment should extend to one year, or to three or five years, it is impossible to say,—but, looking at the state of the country, and mixed up, as I am, with the people of the country, and taking an interest in most of its industrial pursuits as a director of the bank, besides being connected with railways, I am strongly disposed to assure the Commission that they will find that traffic in Ireland is what I have called it, a limited quantity; and that lower the fares and rates as you please, you will not be able to obtain anything like a countervailing increase in the receipts, as the result of the experiment.

the Post Office with regard to letters, and you can only approach it by consolidating the railway systems as much as possible. With that view it has occurred to me, looking at the Board of Trade returns, and the map of Ireland, and the extent of the railway traffic, that there is no practical difficulty, or no more, perhaps hardly so much, as in any other great system, in working all these railways under one management. There are some 1,100 or 1,200 miles of railway that the North Western company have under its present management. In the Great Eastern system we have about 700 miles. In Ireland, in 1863, there were 1,700 miles, probably there are now more; but the gross traffic in Ireland is only very nearly equivalent to that which we earn on the Great Eastern system, and running through a district which is an agricultural district merely. We have not more manufactures I think, upon the whole, than is comprised in the Irish system. There is Norwich and Ipswich, and then there are the fisheries at Yarmouth and Lowestoft. Then looking at the number of engines which I see are employed in Ireland, and also at the rolling stock, I am convinced that it is quite as easy to manage the whole of that system of railways under one system of management as it is to manage the North-western system, or the Great Northern system, or the Midland system. I assume that if you are to lower the rates in Ireland and to increase the accommodation, the basis of that is that the whole of the systems in Ireland should be consolidated, and worked under one management.

4218. Is it the result of your experience that the industry of a district cannot be much stimulated as long as the railways are in the hands of special companies?—It is so, and it is the fact that that disadvantage has been gradually met in this country by amalgamations. I am interested in a colliery in Staffordshire, in the North Staffordshire district, and their rate to us was a fair rate, that is, if I had been acting for the company I should certainly have charged that rate. We do not complain of it, nor do we complain of the rate charged by the North-western company; but having two rates combined, they almost prohibit us from establishing any coal trade in London.

4219. Have you considered any scheme by which an amalgamation could be effected of the Irish rail-

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ways?—Yes, I have. In the first place I may mention an idea I have long entertained, and one that I believe to be applicable to this country; and that is, speaking from my own experience in the management of railways by boards of direction, I believe that they can be improved by being managed by individuals for their own interest, and in my opinion the most efficient management of the railways in Ireland would be obtained and carried out by what is called in these days a Limited Company, consisting of some 9 or 10 individuals. I mean that they should subscribe a capital of at least a million. That they should pay up one half, and one half of this to be invested to meet the security to be given to the Government. The other half would partly be required immediately for the purpose of increasing the rolling stock, and enlarging the stations, and for trade capital. Of course that company would have a contract let to them with all the conditions that might be imposed upon them, for affording every possible facility to the public, and subject to very low rates, certainly for coal, cattle, and passengers, and possibly for dairy produce, and to increase the traffic also in fish. That contract I should put out to tender, and I believe there would be no difficulty in obtaining tenders. Then you would have to guard against an obvious difficulty, by obtaining security that the rolling stock and permanent way should be adequately kept up, and that the covenants or conditions of the contract should be faithfully fulfilled; at the same time subject to this, that the fullest and freest action should be given to such a company. Now as regards the rolling stock, our experience at the present time is, I think, quite adequate to enable that to be fully secured, and also with regard to the permanent way. I let a contract, and I believe it was the only one that was worked out, for the rolling stock on the North Staffordshire railway when I was their engineer, and the precautions which I took there, and the additional experience which we have acquired since might be applied in this case, in order to fully secure to the Government that the estate they had leased should be fully and efficiently maintained; the plan that I adopted was that for every mile run by the trains, three half-pence was to be set aside out of the payment to the contractor and invested at interest, and out of that sum so invested he was allowed for any new engines that were bought and put upon the line for use; the effect of that was, that that three half-pence was rather in excess at that time of what was required for the renewals of engines, and it would be still more in excess with regard to modern engines; but it was to the contractor's interest, for rather than having that money lying comparatively idle, he could have new engines and have the use of them in working the railway. Now at the present time if a penny farthing is set aside per mile for the engine, and a similar amount is set aside for waggons and carriages, and that fund is kept solely applicable to provide new engines and carriages, and so on, you would, either in the shape of engines or carriages, or in the residue of that fund that might be left, have an estate, and part of that estate kept at its full value.

4220. You mean that a certain proportion should be set aside for every mile run by the trains?—Yes; so much for the engine and so much for the waggons, and so on.

4221. So much for every engine, every carriage, and every waggon?—Yes; or rather instead of complicating it with so much for every waggon and so much for every carriage, I should subdivide it into two sums per train mile, taking an average all round; so much for the engine, and so much for the rolling stock; and I would also adopt the same plan for permanent way. There are two elements in that, one of which is the sleepers, which decay, and which is irrespective of the wear and tear, or nearly so; then there is the rail, which decays according to the work done. That we find on the Great Eastern line comes to five-eighths of a penny, or a halfpenny and half a farthing per train mile. The

sleepers must be made good as they decay, and with reference to that, I have been looking through the working expenses of the Irish railways for 1863, and the only part that will be subject to increase I think is the renewals of the sleepers, for the fund set aside for expenditure for permanent way will certainly be inadequate when that permanent way increases in its age and the sleepers decay. Subject to that I have no doubt that a large reduction could be made in the working expenses which, probably, would fully meet the increased expenditure that must become necessary for the purpose of replacing the sleepers.

4222. Would the leasing company be authorized from time to time out of the fund produced by this mileage rate to purchase new engines?—Yes.

4223. Do you mean that at the expiration of the term the whole of that fund should be handed over to the Government?—Yes; it must go to the Government, unless the lessees had absorbed it by engines. That fund would be a little in excess, and the interest of the lessees would be to absorb that fund in placing new stock upon the line.

4224. Every time a new engine was bought it would be paid for out of that fund?—Yes.

4225. And in a similar way with regard to additional waggons and carriages?—Yes, the same. Then there would be this to be met. The increase of receipts in Ireland was about 70,000*l.* in 1863, over 1862, and therefore there must be a provision made for an increase in the rolling stock, that would be necessary in order to meet the growth of the traffic. It would probably increase more rapidly than might be expected if worked in this way, and that would be easily enough provided for; because the advance made to the contractors for the rolling stock which they should be authorized to put on the line should be always represented by the gross increase of the annual revenue; that is to say, if it increased at the rate of 100,000*l.* a year, you would authorize the lessees to put 100,000*l.* worth of rolling stock upon the line. It is now I think pretty well admitted on all hands that the gross annual revenue under ordinary circumstances represents the working value of the rolling stock.

4226. Do you mean that every year there ought to be an additional amount of rolling stock equivalent to the increase of the previous year upon the different kinds of traffic?—Practically that takes place on all railways in England; certainly on the Great Eastern line; that is worked out with extreme accuracy and minuteness. I do not mean to say that that would apply to a railway like the Metropolitan line, which takes 30,000*l.* a mile per annum, nor to any small local line, that is taking from 400*l.* to 500*l.* a mile per annum; but taking any great system, that is quite sufficiently near to meet all general considerations.

4227. You have stated that this leasing company should have a considerable amount of freedom, but still that they should be restricted in certain respects as to the charges they were authorized to make?—Yes.

4228. Will you be kind enough to explain to the Commission in what respects you would leave them free to act, and in what respects you would limit their discretion?—As far as my view goes in regard to restriction, I should certainly restrict them generally to the present charges in all cases in Ireland. I should fix a maximum, and nothing should exceed the present existing charges. Then as to certain articles of large amount, take coal, cattle, or fish; or passengers. I would carry coal at 3/8ths of a penny per ton per mile. I would carry passengers by one train a day at a farthing a mile. I would have a train which might be used as a pick-up train, so that if there was not a large number of passengers to carry, it might bring up its earnings by carrying a certain quantity of goods, but that train should run so as to cover 12 miles an hour. With regard to cattle, at this moment I can hardly state what rate I should propose, because cattle from Ireland are cattle which

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are brought over to England to be fattened. Pigs, of course, would be brought over already fattened, but probably, it would be something like one half of the rate charged in this country for similar traffic that I should limit the charge upon cattle to. With regard to the fish, I should get our fish rates from Lowestoft and Yarmouth, which pay us very well; probably they might be reduced one half with the view of stimulating that branch of industry.

4229. I do not quite understand whether you would compel the leasing company not to exceed those rates?—Yes, I would limit them to those rates.

4230. Then those would be their maximum rates?—Yes, they would be the maximum rates, but they might charge as much less as they liked. I have said that they should be limited to the present rates charged for all descriptions of traffic, and that they should be in future the maximum; but upon those great items of traffic which I think would stimulate the industry of Ireland, I should limit them still further, and make the rates I have mentioned the maximum.

4231. Would you include manure?—Certainly.

4232. Do you know enough of Ireland to be able to form a decided opinion that a reduction of the rates and charges to the amounts you have mentioned would operate as a great stimulus to the industry of the country?—I have not that local knowledge of Ireland to enable me to say that it would particularly apply there, but I believe that it would apply anywhere, and that the rates I have mentioned would stimulate the industry of any country.

4233. Do you think that, with a population so poor as that of the greater part of Ireland, there would ever be a large passenger traffic?—I think so, because this company would have all Ireland in its own hands; and at a farthing rate I believe you would have a large passenger traffic; in fact, the gentleman who has just been examined, Mr. Ennis, said that they had very large trains when they reduced the price per waggon, I think he said from Dublin to Galway; I have no doubt that you would have an enormous number at a farthing rate, and that you would make that the earning up to the amount which I consider to be the normal earning of all railway trains, viz., 5s. a mile.

4234. Are you aware that Mr. Ennis stated it was only during harvest time that the low fares were charged?—No doubt; but I think that one of the objects which the Commission has in view as to Ireland is, that this rate should be applied continuously, and it will only be by applying it continuously, that you will really know the extent of the traffic that it excites.

4235. From your experience of the Eastern Counties railway, do you think that a large amount of traffic can be carried in a purely agricultural district?—We have a very large traffic there. We have carried this year, omitting coals, about 1,800,000 tons. Coal we are seeking very much to increase, but this is merely agricultural produce and fish.

4236. Do you look upon coal as one of the main articles of produce in the Irish traffic?—I think there is no doubt that there would be an increase if you charged at the rate that we are bringing coals into London now for; we had a contest last year as to bringing them in at a farthing a ton per mile, and then it was urged by nearly all the railway managers that it was absurd, but I believe they all now agree that it was not absurd, and in the cases of those who were the most opposed to us, they are prepared to quote the same rate with us. We are now bringing coals from Peterborough to London, a distance of 100 miles, for 124 farthings.

4237. Are you aware that a large proportion of the Irish population live in cottages in which there are no means of using coal?—Yes; but coal is such a blessing that if they could get it at a cheap rate I think they would consume it. Coal is incomparably

better than any peat or wood, and even in Norway, where they can get wood for next to nothing, I know families who, whenever they can get coal, use it.

4238. Do you look forward to a consumption of coal chiefly for household purposes, or that, if it were carried cheaply, manufactures would gradually be established in the country?—No doubt it would assist in the establishment of manufactures.

4239. Do you look to a large increase in the consumption of coal for household purposes?—Yes; one of the main objects of the railways ought to be the diffusion of coal.

4240. Can you state at what price you think it would be practicable for coal to be delivered at the stations in the central parts of Ireland?—Three-eighths of a penny a ton per mile. You must charge three-eighths of a penny and allow 5d. for terminals. You could not carry it for three-eighths of a penny for nine or 10 miles; you could not handle it for that, and therefore 5d. for terminals is what is allowed everywhere now.

4241. Take a distance of 100 miles from Dublin, what would the cost be at three-eighths of a penny a ton per mile?—It would be 3s. 1½d.; then, if you add to that 5d. for terminals, it would be 3s. 6½d.

4242. What is the price of coals delivered on the quays in Dublin?—I do not know, but I assume that it would not be above 8s. or 9s. a ton; I only judge from knowing where they come from, and what the freight ought to be.

4243. If, in Dublin, the price of coals is 15s. or 16s. a ton, and you must add 3s. 6½d. to that, that appears to be a very large amount?—I suppose that that is the price when delivered.

4244. I think it was stated that deducting 1s. 6d. for cartage, the price at the quay was 14s. 6d.?—If so, it is as dear as it is delivered in the Thames, so much farther from Newcastle.

4245. Unless the price of coal was reduced considerably below 20s. a ton, do you believe that any great consumption of it could take place in Ireland?—Not among the poorer population perhaps, but still one hardly knows. Referring to the agricultural population in Norfolk, where they burned wood before we went there, and where the population are very poor, 800,000 tons of coal a year have been imported there, and then we also carry coals to Lynn, Wisbeach, Yarmouth, Lowestoft, and Harwich. A ton of coal is equal to about seven or eight tons of wood, with regard to the heat that it gives out.

4246. The first step you would take, I suppose, would be to obtain an Act of Parliament authorizing the Government to take possession of all the Irish railways?—Yes.

4247. What sort of provisions would you have inserted in that Act?—In the first place you would have to deal with three descriptions of stock; you would have the debenture stock, the preference shares, and then the ordinary stock. Of course you would impress upon this stock the Government guarantee, and dealing first with the debentures, they might be converted into terminable annuities at 3½ per cent. interest, that is rather more than the funds now yield, but you must make them an advantage in respect of interest to get people to take them; or if you compel them to take them, at all events the scale must turn in their favour. If you added 1 per cent. to that, those annuities would all expire in 43 years, that is to say, 4½ per cent. all round, and then the present charge upon the railways from this item would terminate in 43 years. Then as to the preference stocks, they do not carry so many years' purchase as the debentures; probably some of them are not well secured, or not marketable, as we know in this country, and probably they will not range at more than 5 per cent.; 100l. of that stock would represent 5l. of current interest; then I should calculate that 100l., taking the value, and not the interest, also at 4½ per cent., and make it a terminable annuity.

4248. Would it, in your opinion, be just to deal with the holders of preference shares in that way,

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supposing them to be irredeemable?—Quite just, if I give them in exchange for their preference shares a security which bears a higher market value; it would be quite as just as taking possession of a house in the City of London. If you take a house, or you give a railway company authority to take it for the purpose of making a railway, you take care that the compensation to the owner shall be adequate, and if you take possession of these railways in Ireland for the sake of improving the condition of the country, you must do there the same thing as you do when you take possession of a banking house in the City, to make room for a railway. Then as to the holders of ordinary shares, I do not know the process in Irish railways, but you must take some period before the Act, whether you take one year or two years; but you will find that the rule holds there as it does in England, that they bear about 20 years' purchase; but there is also some little speculation in that, as the increase of receipts will increase, the current dividends and the price of the shares; but they would represent about 20 years' purchase. I find, by the Board of Trade returns, that the capital embarked in Irish railways may be taken to be, in round numbers, 24,000,000*l.*; that is, at the end of 1863, 12,000,000*l.* I should say in debenture and preference shares, and 12,000,000*l.* in ordinary shares. Then the revenue is 1,578,000*l.*, leaving about 768,000*l.* net. Then, assuming that the 12,000,000*l.* of debentures and preference shares rule at 5 per cent., there will be 600,000*l.* absorbed out of the 768,000*l.* in preference charges, which leaves only 168,000*l.* for the dividends on the ordinary shares, and that would hardly leave more than $1\frac{1}{2}$ per cent. If you took $1\frac{1}{2}$ per cent. and gave them that at once, that would be worth 30*l.* market value. If you gave to it the Government guarantee you would make it, at $1\frac{1}{2}$ per cent. worth from 42*l.* to 43*l.* If you so dealt with it (and that is one way of doing it) you would give them the advantage of 30 or 40 per cent. upon the value of the stock. But there is another way of dealing with it, and that is, to confirm them in the existing dividends, or convert the stock into capital, giving the holders certain contingent advantages to be derived from the future working of the railways, and the expansion of the traffic. The public do, somehow or other, always incline to put a liberal value upon anything that is a little speculative. These are two modes in which you might deal with that stock, and still give a decided advantage, in the present value of the stock, to the present owners of it.

4249. Upon a large number of ordinary shares in Irish railways, no dividend whatever is paid?—That is so.

4250. Would you compel the holders of them to make a present of them to the Government?—No; you must take the market value of them, and deal with them.

4251. Are there not some shares that are perfectly unsaleable, and that have no value in the market at present, but which, nevertheless, the shareholders would be unwilling to throw away?—I should think it would be found that they would exchange hands if you impressed a value upon them, but still you could deal with them; there is quite margin enough, I am convinced, even to give them a value, to make it worth while to exchange them.

4252. When the Government had dealt thus with the holders of the debentures and shares, you would then proceed to offer a lease of the railways to a company?—Yes.

4253. If no company was found willing to offer such terms as would enable the Government to meet their engagements, how should the deficiency be made up?—I assume the question to mean that an offer would not be made.

4254. That the Government would not obtain an offer upon terms that would enable them to meet their engagements?—I can hardly suppose that; I believe they would. But this must be borne in mind, that

the terminable annuities, which would amount to 540,000*l.* a year, supposing that the working of the railways went on for 43 years, would, at the expiration of that time, all fall in, and the whole would become the property of the State; and as they had been paid off by the revenue received in Ireland, I take it that then, to the extent of the annuities which would fall in, you would make further abatements in the charges made upon the railways. And if, in the meantime, there was any deficiency, you would carry that on after the charge against the railways had been satisfied, after the expiration of 43 years, and you would then have 120,000*l.* a year to meet any deficiencies arising out of the terms of the lease.

4255. Do you entertain a confident opinion that offers would be made to the Government by such a company as you have supposed?—Yes; and if I was a younger man I should be very glad to form one of the party, for I should feel certain that it would be a very profitable undertaking. But there is another question as to that that ought to be considered, whether there would not be some objection to any individuals taking a lease being bound for so long a period as 43 years. People do not like that generally, and therefore I would suggest that the terms of the lease should be re-considered in not less than every 10 years, and probably not more than 14 years; and so have the terms of the lease re-adjusted upon the net revenue of the railway at that period. Then of course there is this obvious objection, that it would not be for the interests of the lessees to stimulate traffic beyond a certain point; or if they did, the effect would be to raise the terms which they would have to pay after that period had elapsed; and I would propose to meet that in this way, so as to make their interests and those of the state identical. Suppose, for example, that they had an increase of traffic to the extent of £100,000 a year gross, of which one half, £50,000, would be net. I would then assign to them one fourth of that, either in the shape of interest, or in capital, as a bonus for the traffic of the previous ten years, and that would be a very large element of profit. Then you would go on either by reducing the rates charged upon the railways to the extent of the increase of traffic, or you would get large means to enable you to liquidate the debt that might have accrued upon the railways. In the natural course of things the traffic must increase, and if all the rates were in one hand, so that they could put an end to equal mileage rates, which are quite subversive of all railway traffic (and which is one of the first things that a limited company would do), they would establish through rates, so as to get any trade that could be got and leave a profit. Take the trade between Belfast and Galway, which now has to pass over the Westport line, and over three or four other railways, it is not worth while to cut up the whole of the profit upon three or four railways, but it would be worth while to carry the whole of the goods at any rate that would leave a profit.

4256. You have not stated how you would deal with any extensions of railways in Ireland?—There are two ways of dealing with them. In the first place, if the extensions were not projected by the limited company, or by the State, but by other parties, I would bind them to work them at 50 per cent. under covenants that they should work the traffic fairly. If, on the other hand, the limited company projected them, then they should be liable for the full interest, which they would have to pay in respect of the cost of any such extensions.

4257. You would put all future extensions of railways and the traffic upon them into the hands of this company?—Yes, they must be in their hands.

4258. There may be fresh Acts of Parliament obtained this session; what would you do with the railways authorized by those Acts?—I can hardly give a satisfactory answer to that. I should like to see those Acts first, and consider the circumstances connected with them; but I think you might provide for them by leaving an option to parties to make a

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line, compelling the new company to work it at 50 per cent.; they could not work it for less. There might be this difficulty to deal with, supposing it was a large company, they might abstract traffic unfairly from them, and carry it on their own line, and carry it round about, or divert it; and to meet that, I would suggest that wherever the new line formed the shortest route, it should be credited with the traffic, whether it went over that line or not.

4259. (*Lord Stanley.*) With regard to the purchase of lines of railways, in the first instance, by the Government, I suppose, as to the debentures, there would be no difficulty; they have a recognized market value, and you would have to purchase them at their value?—Yes.

4260. It would be merely the purchase of a debt having a limited term to run?—Yes.

4261. I do not understand the object of turning the debentures into terminable annuities; why not take them over as they stand, and raise money on lower terms, as the Government are able to do, for the purpose of paying off the debts so incurred?—I think the advantage of the plan would be this, that it would be a great thing to get rid of them in the space of 43 years, then they would merge and become the property of the State to deal with as they pleased. Whether you should issue them at $3\frac{1}{2}$ per cent. with the security of the State, or at $4\frac{1}{2}$ per cent. to terminate at the end of 43 years, is a matter of opinion. I should make them terminable annuities.

4262. You would prefer to turn them into terminable annuities as merely another form of providing a sinking fund for the extinction of the debt to be contracted?—Yes.

4263. Do you propose that the persons actually holding the debentures should be compelled to take these terminable annuities, whether they were a form of security as convenient for them to hold or not?—It would not be necessary as to the debentures, because they would expire in a certain time. You would have, perhaps, a little more interest to pay upon them; you would only take them, and re-issue the Government paper, and therefore there need be no extraordinary powers taken as to them, because a few years must put an end to them.

4264. Putting aside for a moment the question of creating a sinking fund, all you have to do as to the debentures is simply to take them over?—Yes.

4265. With regard to the preference shares and the ordinary shares, do you think it would be just to the holders of those shares to take them at their market value?—Yes. I should take them at their market value. Suppose you had 5 per cent. preference stock, and that is worth 100*l.*, perhaps a fair rate; you would give in lieu of that a terminable annuity of 4*l.* 10*s.*, and at the present price of the funds, that 100*l.* would be worth about 105*l.* Then you would inflict no hardship upon the holder, because he could purchase plenty of preference stock to give him 5 per cent., and he would get 4*s.* or 5*s.* per cent. more interest for his money.

4266. Take this case, which would apply equally to preference shares: supposing I purchase a certain quantity of stock in a railway, paying next to no dividend, and suppose that I then submit to receive only 1 or $1\frac{1}{2}$ per cent. for a certain number of years, in the confident expectation that the line will improve, and that the capital I have embarked will double itself in value; do you think it would be fair for the Government, or any one, to come and purchase compulsorily that which I have so invested, on a calculation of the actual return it has brought me, and not what I expect it will bring?—If it is regarded as preference stock, and the railway has not been paying its charges, but there is an expectation that it will, that preference stock must be represented by the market value. I cannot provide for a fancy value. With regard to ordinary stock we have had a very strong case in the Caledonian railway, where the stock once was at 15*l.* or 16*l.* to the 100*l.* I really do not know what premium it is at now, but it is at

a considerable premium, and that company was allowed by an Act of Parliament to cut down all their preference charges, so that you can hardly deal with the market value; you might, in this case, if you adopt my suggestion, of giving terminable annuities, assuming that the railway does meet its charges, including those terminable annuities, have an accumulating fund, out of which you could give contingent advantages to the ordinary stockholders, which would be more than equivalent for any hardship you put upon them.

4267. I am looking to the interest and to the just claims of a person upon whom you propose to call to sell his property; do you think it would be just to call upon a man to sell stock of comparatively small value at the present time, and which he is unwilling to sell, because he has a reasonable expectation that its value will become double in a few years?—If there is a reasonable expectation of that sort it must be based on the usual data, and they are as accessible to others as to himself, and will be represented by the market value.

4268. Do you think that the actual market value is the only thing that should guide you?—Yes; if there be cases where there is no market value, probably some mode of arbitration might be established to give a fair value to the stock.

4269. You have probably had a good deal of experience as to compulsory purchases and sales?—Yes.

4270. Did you ever know a case in which a railway company, purchasing land compulsorily, did not pay for what it bought more than the market value?—I cannot say that I have; they generally pay a great deal more.

4271. Then I may suppose that if the State bought up all the railway property in Ireland, it must give, not merely the market value, but something over and above it?—Yes.

4272. It would not be able to make a favourable bargain?—I think the result would be favourable to them; I think the charges, with the Government guarantee, would be so reduced that the result would be favourable to them. But if you mean that the Government would not acquire the stock at its fair value, I may say that I do not believe they would, and I think that you ought to give the turn of the scale to the other parties.

4273. Whatever might be the ultimate result, you must start with a bad bargain?—You must pay more for the railways than they are absolutely worth.

4274. Your proposal is to lease out the Irish railways to one large company for a short period?—I should lease them out for the whole period; but, as I have before stated, I think that the terms of the lease should be re-adjusted after every 10, and not more than 14 years.

4275. The very essence of your system is, as I understand it, that you would incur considerable temporary loss by a large reduction of the fares and charges?—I do not think there would be; I doubt it very much. I believe this, that the economy which would be introduced by sweeping away many boards of directors, the greater economy that would take place in the working from being in one set of hands, the greater use that would be made of the rolling stock, and the stimulus that would be given to traffic by a lowering of the rates, would be attended with great advantages. I believe that a company taking the Irish railways in hand upon the terms I have suggested, and beginning at once upon those terms would relieve the State from any possible loss. If my views are correct, and if their operations were carried on for 10 or 14 years, there would be no loss; there might be a loss in the first year or two; but I believe they would recover from that afterwards.

4276. They would make a bargain by which they would expect to sustain a loss for the first few years, but with the hope of recouping themselves by a gain towards the end of the period you have mentioned?—Yes; in the hope of relieving themselves from any

loss, they would look forward to being able to increase the traffic to such an extent that at the end of 10 or 14 years they would have a large bonus in respect to it.

4277. You would not tie their hands very tightly as to the amount of reductions they should make?—No; I would leave them to deal with the traffic as they thought fit, so that they might establish the greatest equality of rates as to mileage rates, and as to the actual charges.

4278. You feel confident that you could get, in the first instance, such terms offered to the State as would cover the interest of the debt that the state would incur in purchasing the railway property in Ireland?—I have no doubt of it; and if I were a younger man I should like to be one of the party.

4279. In the event of there being a loss, I presume it would fall upon the State?—There must be a loss of 120,000*l.* a year, or there will be no loss to the State.

4280. The sum which the Government would have to pay would be about 24,000,000*l.*, would it not?—No. If you take the debentures and preference stock as one item upon 12,000,000*l.*, it would be, at $4\frac{1}{2}$ per cent., 540,000*l.* a year. But unless I had all the half-yearly accounts I could not give you the exact figures. Then there would be 12,000,000*l.* of ordinary stock, which would certainly not have more than 170,000*l.* a year to divide amongst it. If you increase that at once to 200,000*l.* a year, then you have only 740,000*l.*, as against 770,000*l.* the existing net revenue. You have 540,000*l.* every year to pay, and there is an accumulated value to the State of 120,000*l.* out of that.

4281. You propose, with regard to the creation of any new lines of railway to be added to the proposed system, that they should be laid out upon the same plan as at present?—Yes; upon the same plan, and that the company should be compelled to work them at 50 per cent., and that those lines should have the traffic secured to them for which they were fairly designed; if they abstracted or diverted that traffic, they should account for it all the same.

4282. If you suppose from the first that the rent received from the company to which these lines of railway would be let, would cover the expense incurred by the State, I do not see the advantage of your plan of terminable annuities?—It is this, that at the end of 43 years, I suppose that all the charges will have been met, and the terminable annuities will be at an end, and gone. Then you will have an opportunity of applying that saving of 540,000*l.* either in renewing the lease to the other parties with so much less charges, and therefore so much less rates; or on the other hand, if there is a deficiency, you will have the 540,000*l.* a year to meet that, and I think that you would be more relieved from clamour by having the charge in that way.

4283. What is there in this plan that would not be equally well accomplished by these two methods: In the first place, allowing the existing companies to borrow money to pay off their debentures, borrowing upon the security of the State at a reduced rate of interest; and next, if Parliament thought it desirable, to have compulsory amalgamation between the leading railway companies?—I think it should extend over the whole system. I hold that you will not secure the full advantages in Ireland which I am contemplating unless all the railways are in one set of hands. If you divide them into two systems, you must have the rights of two parties to deal with, and what would satisfy one would not satisfy two, and there would always be disputes to settle, and jealousies between them, which there always are between adjoining railway companies. The scheme is very manageable as to capital, and as to working, and why should you give up the full advantages of it by complicating the matter and cutting up the railways into two or three systems. I think it would be more difficult to carry out.

4284. Do you think there would be any material loss sustained if, instead of a complete amalgamation of all the companies, they were divided, into two systems, taking a line drawn from Dublin westward; and giving the railways to the north of that line to one set of managers, and those to the south to another?—I do not think that would be so good a plan; no doubt it would be a great improvement upon the present system; but it would not be equivalent to converting them all into one system. There is no doubt great traffic arising from Belfast, and if it was properly cultivated, I believe that traffic would spring up that nobody knows anything about. When a company can quote a rate, without having to go to another party, it excites traffic which nobody has any notion of at all until the facilities are given.

4285. Can you explain to the Commission what there is peculiar in the state of Ireland which requires that the State should take upon itself a duty and a responsibility which it has never incurred before in this country?—That is not my affair.

4286. You would decline to discuss the general policy of such a step on the part of the State?—Certainly. If you can confer a great benefit upon Ireland, the same as you might confer upon any county in England, without laying any charge upon the State, I cannot help feeling that it is very desirable to do so. I should object to it if it were to be done by laying any charge upon the State.

4287. The State has at all times the command of capital at a lower rate of interest than individuals have?—Yes.

4288. And the State by borrowing at its own low rate of interest and accommodating companies with capital so obtained, can confer upon them a great benefit?—Yes, and it is a great benefit, and we see now what an opportunity the State had before if they had adopted my plan; if the State had supplied railway debentures at $4\frac{1}{2}$ per cent., in a few years a large amount of debentures would have become the property of the State, with positive advantage to the railways.

4289. That is quite a different proposal. You say that the Government might have lent to the existing companies at $4\frac{1}{2}$ per cent., and that they might have raised their money at $3\frac{1}{2}$ per cent., employing the other 1 per cent. as a sinking fund?—Yes.

4290. And that they might thereby have made, both for themselves and the public, a very considerable profit?—Certainly, and they might do that now.

4291. But that is an entirely different proposition from that of leasing all the railways in Ireland to a new company?—It is entirely a different one, and is much more comprehensive; but it is part of the general proposition, when it is said that railways are so unmanageable now in the United Kingdom.

4292. You say that you do not wish to discuss the general policy of your plan, and therefore I, perhaps, may not ask you whether you think that there would not be a perpetual pressure upon the Government to get this new company worked on such terms as should be hardly remunerative?—The answer to that is, that you would have made your contract with the company, and that would be an answer to all clamour, and the contract would last for 43 years.

4293. I think you spoke of the probability of Irish railways being ultimately considered a permanent source of profit to the public exchequer?—I did not say that exactly; but if the Irish railways, at the end of 43 years, shall have paid off all their charges, and shall have paid off these terminable annuities, I think that that capital in the terminable annuities would belong to Ireland and should be given to it, and if there should be any charge that was not met, that that should be carried on for the future. You might deal with that property, either by keeping the interest for State purposes, or you might renew the lease at still lower charges, calculated upon the reduction in the annual interest.

4294. Upon what do you found your calculation as to a company being found willing to take over the

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railways at such a rate as would not cause loss to the State; have you gone into that question in detail?—I can see that in Ireland there are very much the same elements to be worked out in figures as there are in this country; the earnings per mile are the same; the expenses are the same; but the railways are worked now by a number of small companies, with a great many establishments, and you see the miscellaneous charges put down at something like 80,000*l.* a year. A large proportion of that amount would be saved; and then the rolling stock, the maintenance of it, and the use of it, would be made much more efficient, that is to say, the new company would then work but for one object, and they would make two waggons do the work of three. If they were worked by individuals working for their own benefit, it is well known in this country that they will be worked much more advantageously than when railways are worked by boards of directors.

4295. I do not question the advantage of having a few large companies instead of many small ones, but is it not your experience in this country that there is a tendency in small companies to consolidate themselves into a great system?—Yes; they are doing that now rapidly in this country.

4296. The Great Western company have done it, and the North-western too?—Yes; all the large companies have done it.

4297. And that has been done without State interference of any kind?—Yes.

4298. Simply by men of business and men of commercial experience seeing that it was profitable to do so?—Yes.

4299. Why should not that same rule be acted upon in Ireland?—I have no doubt that it would go on in Ireland, and that it would work in time; but many years, I think, must elapse before it would work. I think that this is really a case in which the State might step in and hasten all these operations, and by one piece of legislation secure very great advantages to the public in Ireland without throwing any charge upon the State. I feel assured that it can be done, and with regard to the capital it is on so moderate a scale that as a mere experiment only I really think it is worth trying. I am sure that the advantages I have pointed out will result from it.

4300. I suppose the advantage of concentrating all the railway companies into one would be felt in England as well as in Ireland?—Yes; we know that in England great advantage has resulted from consolidating many small companies into large ones; but if they are too large I do not think that much more advantage can be got.

4301. You think that some of the great English companies have reached the limit of size for convenience in working?—No, I do not think that amalgamation in England is complete yet. The Great Western company is one large company, and at the present time there are four companies that ought to be one, and will be one from John o'Groat's house to the Land's End. The North-western company I dare say will be some day one company to Aberdeen, I know that they are always trying for it. We, the Great Eastern company, want to go to Edinburgh, and to be one company all the way.

4302. Do you not think that everything you have said as to the Irish railways is equally applicable to the English railways?—Not equally applicable, but in some respects it is. I think that there is a great opening for the State to step in in the case of the English railways and take the debentures; I know that it would be felt as a great convenience to several railway companies. The State would have them to deal with as they came falling in as valuable property.

4303. Should you be prepared to see the State take over all the English railways?—No, not to take over all the railways at all.

4304. Do you look upon the scheme with regard to Ireland, as an experiment intended to test the possibility of doing the same thing in England, or as an exceptional case?—I look upon it as an exceptional

case; I doubt that in England you can go beyond dealing with the preference capital; you cannot interfere with the management.

4305. If Ireland is an exceptional case, will you be good enough to state the circumstances that make it exceptional?—First, of all you have got a system of railways in that country of a manageable extent and with a manageable capital, but from which the greatest possible inconveniences arise to the public from their being cut up into a number of small companies, but being so cut up, an opportunity does arise, and a case occurs in which the State can step in and deal with it, without incurring any liability; but at the same time conferring, without doubt great benefits upon the country.

4306. The Irish railways, according to your statement, are very much in the condition in which the English railways were, when the Manchester and Liverpool railway was a separate line, and the London and Birmingham also was a separate line?—Yes.

4307. In course of time, they have worked out of that state of things without any State assistance?—Yes.

4308. (*Mr. Gower.*) Do you consider that the market value of railway shares would be likely to be considerably raised, if there was any expectation of your scheme being adopted?—I think it is very likely.

4309. Would not that be an artificial value in view of its adoption?—No, you must take the value, but you must antedate the period at which you take the value.

4310. You would take the value at a certain period before?—Yes, I would take it at the announcement of the scheme.

4311. Supposing the traffic on the railways was to increase between the first proposal of the scheme and its adoption, would not great dissatisfaction be felt if the value of the shares at the time of the first proposal was adopted?—I have no doubt that if this were carried out there would be some dissatisfaction amongst the ordinary shareholders, but still I contemplate that any terms you might make must be in advance of the present value.

4312. Is it your proposal that the lease of the Irish railways should be offered to be competed for by any number of companies?—Yes; to those that were prepared with the requisite capital and security.

4313. Would you make it an absolute rule that whichever company offered the best terms should have it?—Yes, the best terms, taking all the circumstances into account; because there might be circumstances connected with one offer which, although of a less pecuniary amount, would make it the most eligible.

4314. Who should decide upon that question as to which company offered the best terms?—I suppose that you would put it in the hands of parties who were competent to deal with the matter. I think there ought to be a commission of some sort to receive and judge of the tenders.

4315. You would propose that there should be some commission or board appointed to judge of the tenders with a view to carrying out your scheme?—You must have somebody appointed to determine the conditions upon which the railways are to be let, and to report upon the tenders that may be offered; and that probably would be one of the greatest difficulties in the way of it, for it is very difficult to find in the State those who have had experience in dealing with these matters.

4316. Do you think that it ought to be an Irish board?—No, I think not.

4317. Should you approve of Irishmen being members of the board?—Certainly.

4318. We have been informed that one of the reasons why railways in Ireland are not amalgamated is, because local jealousies exist there more than in England; do you not think that the existence of those local jealousies would cause great dissatisfaction to be felt with any scheme of this sort?—I dare say

there would be many persons who would, by the carrying out of this scheme, be dispossessed of their influence, and they perhaps would feel very much dissatisfied; but when once the whole management was placed in the hands of a company of individuals, they would not pay much attention to local dissatisfaction.

4319. With regard to the extension of railways, I did not quite understand from you, who was to decide as to what extensions should be carried out?—There are two parties; first of all there is this limited company, and suppose the lessees desired to make an extension, it would go through the ordinary ordeal; they would go for their Act, and if they carried it out, they would have to pay all the charges upon it, and that would be a security to the State. If the State, or persons in a locality, thought fit to have a railway, they would have to find the money, and those parties would be compelled to work it on proper terms; or the parties might work it themselves, although they never could work it so well.

4320. Do you think that localities which are not now served by railways could obtain power to make them with much facility if they were opposed by so powerful a company as you propose to have in this case?—I do not think it would be very powerful as to influence. They would not have a large parliamentary influence, unless they consisted of Members of Parliament, which of course is not likely. The Great Eastern company are a large company, but they do not possess any influence in that way.

4321. Would you permit your proposed company to appear in opposition to any application that might be made by other parties?—The referees must of course judge of their *locus standi*. You could not oppose them if they had a legitimate *locus standi*.

4322. (Mr. Ayrton.) I presume that the purchase of any railways that yielded more than 4 per cent. would, according to the Act of Parliament, be at the rate of 100*l.* for every 4 per cent. of income?—Yes.

4323. Therefore all railways yielding as far as they did yield more than 4 per cent. must be purchased at that rate?—Yes, if purchased by the State.

4324. That would apply to all preference capital, would it not, whether the railway yielded 4 per cent. or not?—I suppose it would.

4325. You would proceed upon that basis?—No.

4326. How would you get rid of that basis as to Ireland unless you proposed to abandon it as to England?—I suppose that nobody in their senses would apply it to buying up railways at 25 years' purchase. I do not suppose that that was ever intended to be acted upon in that way.

4327. Will you explain what would be the difference in favour of a purchase, supposing a lease could only be made according to the present returns?—You see that you have this advantage upon the present returns, that all the charges and the preference charges will fall in within a limited period of years.

4328. I mean, what would represent the interest of the sum of money the Government would have to pay compared with the 768,000*l.*, or have you calculated what would be the charge for the interest upon the money the Government would pay for the railways as compared with what they would receive?—There would be 540,000*l.* a year on the preference stock, and that would leave 230,000*l.* a year to be appropriated to the ordinary shares, without any liability attaching to the State.

4329. What would be the interest upon the sum the Government must pay to purchase up the ordinary shares?—I do not know that; I do not know the present market value.

4330. Have you made any investigation as to the particular sources of increase of revenue that would result from a differential charge?—No, and I do not think that anyone can do so at present; but one thing is quite clear, you find that all the mineral traffic in Ireland is represented by 234,000 tons. I look upon that as a perfectly ridiculous amount, and I

think that it ought to be quadrupled at least. We find that whenever we establish low rates, and we give railway companies the means of quoting rates between certain places for certain traffic, a traffic arises which nobody knows anything about.

4331. What would be the increase of traffic that would be required to make the income equivalent to a corresponding decrease in the rates?—Seeing that the whole amount of the mineral traffic in Ireland is only 234,000 tons, the proceeds from that must be very small, and if you were to reduce the rate charged to one-half, I think you must double the quantity carried; but in what time it would recoup itself, no one, I think, can say. It is plain, however, that by putting the whole of the systems of railways in Ireland under one management, it would be the interest of the parties entrusted with that management to cultivate the traffic, and I believe that there would be traffic that nobody knows of.

4332. Would you not do something more than merely double the quantity of minerals carried, if you reduced the rate by one-half?—Yes, you would have more traffic to work.

4333. Have you considered the ratio of increase that would be necessary upon the working expenses?—That does not come out, but the fact is this; we find as a rule, that whatever the traffic is, whether at low or at high rates, it is made up by quantity, and it in fact comes to this, that the normal earnings of a railway are 5*s.* a train mile, and the normal expenses are 2*s.* 6*d.* a train mile. If you take the earnings in England, and the earnings in Ireland, upon any of the great systems, that is what they are; they all tend to that.

4334. What increase of traffic do you think would be required, speaking generally, would it be three times the amount of the existing traffic?—No. If you take coal which is now carried at three farthings a mile, and you carry it for three-eighths of a penny a mile, you must probably take three tons for one to get the same profit; but you get it back in this way, if you have small rates, you will get large train loads, which they do not get now. I suppose that at the present time there is not a single goods train loaded up to one-fourth of its capacity.

4335. Is not the increase on English railways, and also upon continental lines, mainly due to the fact that they have long leads?—Yes, a great deal of it is.

4336. Do you not think that, as a general rule, that would be much modified in a country where the heart of it, could only give you a lead of 60 miles?—Yes; but that would be met in this way; there would be a terminal charge which would be made, whether the articles were carried 50 miles or 60. On coals that terminal charge would be 5*d.* and then the three-eighths of a penny would attach also; but there is no doubt that the longer the lead the better.

4337. What do you consider to be the demurrage upon a waggon per day?—I have known it to be charged as high as 2*s.* 6*d.*, but that is intended to compel people not to keep them under demurrage; the real cost of demurrage is regulated by what you can haul a waggon per annum for, and you divide that by the number of days; you can haul a large 10-ton waggon for about 10*l.* a year, and if you divide that by 312 that gives you probably a shilling or more a day.

4338. But that becomes a very serious question, does it not, in loading and unloading, and keeping waggons for longer and shorter distances?—No; we do not get the mileage out of the waggons at very much less than you would imagine it is to be got out of them at; and that is one of the advantages which you derive when you consolidate systems, for you get rid of those demurrages.

4339. How shall you be able to give long through rates in a country which is so narrow between any two points of it?—You cannot have so long a through rate as you can where a country is extensive, but still

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pro tanto it would be an advantage to consolidate railways and to get as long a lead as you can.

4340. Where the lead is so short, does not a reduction of rates produce a very small total reduction in the charge for conveyance, say, from the interior to any port?—That depends upon the amount. If the distance were 50 miles, and upon coal you charged a penny a ton per mile, and you reduced the rate to five-eighths of a penny, you would effect a reduction of 2s. 6d. a ton.

4341. Do you believe that a reduction of 2s. 6d. a ton would stimulate the consumption of coal to the extent of three times the present quantity?—I have not information before me to enable me to answer that question.

4342. You propose, by your scheme, to reduce the charge upon passengers to a farthing a mile?—Yes; and to run one train a day.

4343. If you reduced the charge to a farthing per mile what would be the requisite increase in the number of the passengers to make up the net receipt?—It would be obtained upon the traffic altogether. At that farthing per mile people would travel who do not now travel at all. Of course it would require 240 passengers to earn 5s. a mile. I propose that the train should travel at the rate of 12 miles an hour, and should make up its earnings by taking goods from station to station on its way.

4344. Having regard to a comparison between the Great Eastern system and the Irish systems, do you think, considering that the length of the Great Eastern is 673 miles and that the Irish system is 1598 miles, and the income of the Great Eastern company is 1,497,000*l.*, and that of the Irish systems 1,518,000*l.*, that the working expenses of the Irish systems, which are 750,000*l.*, compare unfavourably with those of the Great Eastern company, which are 770,000*l.*?—I think I have already alluded to that; and I said that the existing earnings of the Great Eastern company are about 1,700,000*l.*, and that the working expenses are very nearly 50 per cent.; but with regard to the Irish railways there is one thing to be taken into account, which is, that the charge for the permanent way is not made up to its average amount, the sleepers have not yet begun to decay in such quantities as would give the fair average cost; excepting that, and assuming that the accounts have been honestly rendered, they speak for themselves, subject to what I have said as to the sleepers. They certainly get some advantage in their wages, but with that exception the working expenses appear to be very nearly the same per-centage.

4345. The chief difference would seem to be in the miscellaneous charges; those of the Great Eastern being 34,000*l.*, and in the Irish system 82,000*l.*?—Yes, and those charges on the Great Eastern would be much reduced if the system was worked by individuals.

4346. Do you see any objection to the amalgamation in Ireland being carried out upon the basis of the Great Western amalgamation?—I do not know what their basis is, but there is no doubt that you can establish a satisfactory basis for amalgamation.

4347. That has been arrived at after a conflict between a great variety of very hostile interests?—No doubt it has.

4348. Previously to that amalgamation was there not, especially in Wales, as great a division of railway interests as even in Ireland?—Yes, and so there is now.

4349. Those Welsh railways are being rapidly absorbed, are they not?—Yes; that is going on very well.

4350. The division of capital and the smallness of the lines in South Wales was as great as it is in Ireland?—Yes.

4351. They are all being combined upon a basis which is agreed upon?—A great many of them are.

4352. Is that basis this, taking the existing earnings as a certain proportion of 100*l.*, and dividing the future gains in that ratio?—It is often this (although

every one stands on its own basis) that if there are three railways, and one is paying 4 per cent., another 3 per cent., and another 2 per cent., they sometimes combine, so that in future their relative dividends should also be in the same ratio.

4353. Why should not the amalgamation be made upon the bases that have been arrived at by conflicting interests in England?—I think you would find that a much more difficult problem to deal with, especially taking into account those railways that pay no dividends; it would be more difficult to get them to amalgamate among themselves than to deal with them as a whole. I think you would find greater difficulty in dealing with local jealousies than in dealing with the whole question as one proposition.

4354. Have you considered the income of the different Irish railways in reference to the whole amount of revenue as compared with the value of the district which the Great Eastern system serves?—No.

4355. (*Capt. Galton.*) In England the principal railway companies are amalgamated together, but there has been no wholesale reduction of the fares, except in cheapening certain classes of traffic, as the interests of the companies have led them to do so?—I think there is no doubt that those amalgamations have greatly tended to a gradual reduction of the fares and rates.

4356. Your proposal, rather, is to avail yourself of Government aid in amalgamating the Irish railways, and to obtain a large reduction of the fares charged for third-class traffic and of the rates charged for the coal traffic at once?—Yes.

4357. Do you propose that the limited company should pay a sum equal to the present net receipts?—No; it is to be a subject of tender; they might offer more, I think, if put up to competition; you might get a larger offer than would be equal to the existing net receipts.

4358. How would you deal with the extensions made by this proposed company at the end of the lease?—The new company would make the extension.

4359. Out of the capital that it would raise?—Yes; out of the capital which they would raise, and it would become then a charge upon the revenue; a permanent charge; but they would be relieved by a part of that being converted into a terminable annuity and part into ordinary stock at the expiration of the lease.

4360. You mentioned that, in proportion to the extension of the traffic, for every 100,000*l.* produced by increase of traffic there should be put upon the railways new rolling stock to the extent of that amount?—Yes; I should limit them to that.

4361. The new company would put that on out of their own capital?—Yes; out of their own capital; but then at the expiration of the lease they would be paid that in the valuation of the stock which they gave up; they might be entitled, as against the estate, to 100,000*l.* for rolling stock, if they had put it on, but not more than that.

4362. All the rest beyond that must be charged against the fund?—Yes.

4363. You mentioned that in the case of a colliery in which you were interested in North Staffordshire the London and North-western company gave you rates for coal, that would not enable you to carry it to London; will you just explain that a little?—We travelled I believe for a distance of about 16 miles on the North Staffordshire line, and this company said, it is not worth our while to take your coal unless we have a terminal and charge a certain rate; the North-western Company charged us the same mileage as from Wigan, viz., a halfpenny a ton, and that halfpenny a ton would represent 36 miles as against our 16 on the North Staffordshire; but then the North-western company made their terminal charge, so that we had two terminal charges to pay, besides a higher mileage rate on the North Staffordshire, and the result is, that the Wigan coals, although much further distant from London, have a preference. But I make no

complaint of that, they are different and separate companies.

4364. You propose for the short traffic in coal on the Irish lines a terminal charge of 5*d.*?—Yes.

4365. You also propose a rate of three-eighths of a penny per ton a mile, whereas the rate between Peterborough and London, a distance of 100 miles, is a farthing a ton per mile?—We charge 124 farthings and 5*d.* for terminals; 2*s.* 7*d.* is the cost exclusive of 5*d.* for terminals.

4366. You referred to the circumstance of coal coming into use in Norway in preference to wood?—Yes; I have known families in Norway who, whenever they can get coal, use it in preference to wood.

4367. (*Mr. Hamilton.*) How do you propose to accomplish the purchase of this railway stock for the Government; what legislative form would it assume?—Very much the same as an Act of Parliament to make a railway. Power should be granted to buy up the whole of the existing lines upon certain terms to be found in the Act. The only thing open to discussion would be the ordinary stock, that is the only real difficulty, for there is a prospective value attached to that, and perhaps there ought to be some court of arbitration to adjust the claims arising out of that.

4368. Would you consider the directors entitled to compensation for the loss of their places?—I dare say they would get it; but I do not think that they would be entitled to it.

4369. Do you think that they would receive compensation under Parliamentary sanction?—I dare say the result would be that they would get something. In amalgamations which take place in this country, it is quite a usual thing to provide for officers of long standing, such as the secretary and others.

4370. Is it not the case that in amalgamations in this country the terms are agreed upon between the companies, and they go to Parliament to ratify the agreement?—Yes.

4371. That would not apply in the case under consideration?—No.

4372. Therefore there would be a great difference between the step which Parliament would have to take in this case and what is usually done in cases of amalgamation in this country?—This is quite abnormal.

4373. Have you made any calculation as to the actual amount of annual saving that would be effected by the proposed consolidation of the Irish railways?—It is impossible to make any, unless I went personally through the whole of the accounts of the Irish railways, and saw the stock, and examined everything in detail, I could not give you that information; but I know, in the nature of things, it must be very large.

4374. On reference to the returns of the Board of Trade, it does not appear that the per-centage of the working expenses on Irish railways is materially larger than that on English railways?—No; but I do not think that all their expenses in that respect are brought in yet; they have not come upon them; that is to say, the charges on the permanent way cannot have been ascertained and set down at their fair average.

4375. I observe in this return before me that the charges are much larger in Ireland than they are in England?—You must take it per mile; it is under 100*l.* a mile now; it does not matter what the traffic is, there will be charges upon the permanent way; the sleepers consist of timber, and they will decay, and whether you have a large traffic or a very small one, does not materially affect it.

4376. Then there is another allowance to be made, the per-centage is apparently the same, but the English railways are charged with a Government duty of nearly three per cent., from that the Irish railways are exempt?—Yes.

4377. If that were taken off, that would make the per-centage in the Irish system larger than it is in the English system?—By that amount, no doubt.

4378. Have you any reason, looking at the traffic, for saying that the rolling stock which the Irish rail-

way companies now possess is inadequate?—No; judging by the number of the engines, I should say it was adequate. They have rather more engines than we have; they have 390, and we have done the work with 330.

4379. On what grounds would you lay down, as a general rule, that you would carry coal at three-eighths of a penny a ton per mile?—I should do that for this reason, that at present it is the rate which the Great Northern company charge, and it is the rate, I believe, which the Great Western company are arranging with the coal owners of South Wales to bring coals up for, and it is the rate which applies to very large quantities of coal that are carried in this country. Undoubtedly it ought to be a higher rate in Ireland than in England, because the quantities will not be equal to those which are carried in England, but the object would be to stimulate the industry of the country, and I think there would be great moral advantages result from the diffusion of coal throughout that country.

4380. If you had to fix a rate on a railway, would you not rather be induced to look to the peculiar circumstances connected with that railway?—Yes.

4381. What would those circumstances be?—If you were to let to me these railways without any restriction, I think that, in all probability, I should charge a higher rate than three-eighths; but if, for the purpose of advancing the country and stimulating enterprise, the State thought it desirable that three-eighths of a penny should be the limit, then I say that you can enforce that rate, and I believe you can enforce it without any charge being brought upon the State, and still afford to the Irish public that advantage.

4382. How do you think you could induce the company you propose, to undertake to act upon such terms unless, upon investigating the circumstances of the railways, they found that that rate would be profitable?—*Quoad* the coal it might not be profitable; but when you see that the whole of the mineral traffic of Ireland is represented by 234,000 tons, it is a mere bagatelle, and the loss upon it could not be large; whereas the general increase would, in my opinion, be very large.

4383. I thought that one of the items upon which you particularly calculated was an increase in the coal traffic?—Yes, and minerals in general; but when you put it to me, whether the parties going to lease these railways would be satisfied with three-eighths of a penny per ton, I say that I do not think they would; but if it were forced upon them, it would have no great effect upon them, because the existing traffic to which it applies is so very minute.

4384. On the one hand, you say that the loss would be small because the traffic is small?—Yes; the existing traffic, and if it did not grow, the loss would not be much; whereas the probability is, that if everything were brought under one management, that traffic would swell greatly.

4385. There is no instance in this country of a lower rate than three-eighths of a penny per ton per mile for coal traffic, and only as low as three-eighths of a penny where there are full trains and favourable gradients?—From Peterborough we have to pay 124 farthings for 100 miles; we have full trains, and we have only one exceptional gradient between Peterborough and London.

4386. You quoted an instance in which some arrangement was likely to be made between the Great Western company and another railway company; do you know the gradients on that line?—The gradients are favourable, but not so favourable as we have on the Great Northern.

4387. You have not got such gradients as 1 in 400 in Ireland?—No; and that is the reason why I propose to fix it at three-eighths of a penny.

4388. And that is the rate which the Great Western company have assented to carry the coal for?—Yes.

4389. The gradient between Swindon and London

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is extremely favourable?—Yes; but there are some heavier gradients.

4390. There is a line upon which the most unfavourable gradient is 1 in 200?—Yes, that is the Great Northern gradient.

4391. It has been represented to the Commission by many of the Irish witnesses that the traffic of the country is a fixed quantity, and that there is really no prospect of any material increase even under the inducements held out by lowering the fares; that is not your opinion?—I do not believe in that; on the contrary, I am certain that if the whole of the Irish railways were under one management, traffic would grow up throughout the country that nobody has any notion at all of; and if you could quote a rate for the transport of materials and produce according to the fluctuations of the market, I am certain that freight would arise and other sources of traffic and income present themselves of which there is no appearance now.

4392. The same thing might have been said before the days of railways as to the traffic of this country?—Yes. In the Great Eastern district we have increased at the rate of about 80,000*l.* to 100,000*l.* a year in agricultural produce, but the increase was arrested for many years before additional facilities were given and the charges were lowered.

4393. (*Mr. Glyn.*) With regard to your limited company, you propose that they should raise a capital of 1,000,000*l.* and call up 500,000*l.*?—Yes; and of that 500,000*l.* 250,000*l.* should be invested as security, and the other 250,000*l.* I think the company should have for the purpose of improving the stations and as capital in trade. If they laid out 100,000*l.* in improving the stations and in increasing the rolling stock to be put on to the lines, that would become a security to the State.

4394. You would use the other 250,000*l.* to increase the working stock?—Yes.

4395. Would all that be repaid to them when everything was valued at the end of the lease?—Yes; subject to this, that they could not compel the State to take more rolling stock than they had when they took the lease, and that would be represented by the gross revenue.

4396. The quantity put upon the railway which they ought to be paid for, would be measured by the quantity of new traffic that they brought upon the railway?—Yes.

4397. With regard to the arrangement that you alluded to, and which was made with the Caledonian company, if I remember rightly the assent of all parties was obtained before any reduction was made, in the charge upon the preference stock?—Yes, but I think it was rather upon compulsion, although the consent was obtained.

4398. I understood you to say, that the annuity of $4\frac{1}{2}$ per cent. was to be an annuity for 43 years?—Yes.

4399. (*Mr. Lowe.*) Is it essential to the working of your scheme, that the State should be the purchaser of these railways?—I do not see who else is to do it.

4400. You follow the analogy of a Bill compelling sales of land, putting the State in the place of a company?—Yes.

4401. You do not think that it would be possible to get a company that would have the requisite capital?—I am not certain that you could not. It would be possible that a company might be formed to buy up the whole of the railways in Ireland upon certain terms being defined, but I do not think that by such a plan you could secure the eventual advantages to the country, that the plan which I suggest would secure; because my plan contemplates the absolute absorption and annihilation of all the permanent charges.

4402. You assume that a company could not borrow on as easy terms as the Government?—The Government would lend the money, or lend their credit.

4403. Would you rather have the Government directly, or the Government supported by a company?—I am sure that it would be better in the hands of the Government. The only question would be what Department should carry it out.

4404. You propose that the Government, when it had completed this purchase, should lease the line to a company to be established for that purpose?—Yes.

4405. What powers do you propose that the Government, as reversioners of this property, should retain in its own hands?—None, during the lease, except that having leased the line upon certain covenants, the Government should have the power to see that those covenants were fulfilled.

4406. What sort of covenants do you contemplate would be insisted upon by the Government?—In the first place there would be a covenant restricting the rates, providing that the existing rates should be the future maximum; that upon certain exceptional articles reductions that might be determined hereafter should take place; that there should be the daily train I have referred to; that the existing train facilities should be continued, or increased facilities substituted for them. It should be provided that the alterations should not be in reduction of the facilities but in multiplication of them. Then there would be the provision that I have mentioned with respect to the rolling stock, and the provision with regard to the permanent way.

4407. With regard to the maintenance of the permanent way, what arrangement do you contemplate?—With regard to the maintenance of the permanent way, a fund should be established by the company paying over to the Government weekly or quarterly a rate equal to five-eighths of a penny per train mile, so that when 10,000*l.*, or 15,000*l.*, was required to be expended in new rails, it should be taken out of that fund.

4408. The enforcing of the performance of those covenants would involve some legal questions, would it not?—Legal questions would no doubt arise.

4409. How would you propose that those should be decided?—My own notion about it is, (but the Commissioners are far better capable of forming an opinion upon it than myself,) that, looking at the delays involved in an ordinary arbitration, the legal questions that would arise, would have to be left to some high legal authority in Ireland, probably the Lord Chancellor or the Chief Justice.

4410. Do you mean such questions as whether people were receiving the accommodation which the Government had stipulated?—No, only legal questions.

4411. Suppose one covenant said that people should have such accommodation as they had before, and the Government insisted that the accommodation that the company were giving was not the same, while the company contended that, substantially, it was the same, would you call that a legal question?—That would be a matter of fact. There would be questions of law involved, and also questions of fact. There would be first the legal question as to the construction of the covenants which would have to be settled by high legal authority. Then there would be the mechanical questions, How is the permanent way kept up? Is the rolling stock properly kept up? The machinery for the determination of these would be the lessees appointing an engineer, and the Government appointing an engineer, who should settle it, or in the event of their not agreeing, an umpire to be appointed between them should settle it. The Government would appoint whom they liked, then the lessees would appoint whom they liked. Then comes the commercial question. I think that might be left to two commercial men, one to be appointed by the Government and one by the lessees.

4412. What do you call the commercial question?—Any question as to whether there had been a breach of the stipulations with regard to rates, or whether arrangements were being made with regard to traffic which might be contrary to any of the covenants in

the lease; such questions should be settled by commercial men.

4413. Appointed in the same way; one arbitrator being appointed by the Government, and the other by the lessees, an umpire being appointed in case of difference between them?—Yes.

4414. Those exhaust all the questions which you foresee would arise?—Yes. Then the question arises, who is to put all this in motion. There must be some department of the State to receive the rent, and to audit the accounts; because, of course one of the covenants would be that a statement of the receipts of the railway should be furnished to the Government annually.

4415. The Treasury would be the proper department to receive public money, would it not?—I am not able to speak to that.

4416. With regard to the accounts, they would have to be investigated, would they not?—Yes.

4417. Who would you propose should do that?—The department would order it to be done by some public accountant; some London accountant would probably be sent down.

4418. Do you contemplate that there would be any chance of competition for such a lease as this?—Yes.

4419. You propose that tenders should be invited for it?—Yes.

4420. Do you think that one board could manage 1,700 miles of railway?—Yes, very easily.

4421. Is there any instance of such a thing at present?—The London and North-western system is 1,200 miles, I think, but then their revenue is 100,000*l.* a week. It is a much more complicated system than the Irish, because the different companies are so much interlaced with each other, and constant contests arise.

4422. Do not you think that your proposal has this weak side, that it would operate unfavourably as to the creation of new railways in Ireland?—It might so operate; unless properly guarded it would have that effect.

4423. The State would be rather disposed to support its lessee?—It would.

4424. Taking the analogy of France, we know how difficult it is to get a new concession, the State and the present concessionaires uniting against any one applying for another concession?—Yes; I see that there would be that difficulty.

4425. How would you guard against such a difficulty in the case of Ireland?—In the first place I should propose that this company should be bound by covenants in the lease to work any new line that was really required, projected by any party, that they should not divert from that line the traffic for which it was designed, and that if they did they should be accountable. I think with those covenants, where lines were really required, the parties for their own interests would promote them.

4426. Would it be possible to put any covenant in the lease to the company, stipulating that they should work those new lines to the satisfaction of any independent body?—The covenants of the lease would embrace such a provision.

4427. Such a body as the Board of Trade?—They should be bound to work them efficiently, and if they did not work them efficiently, the arbitration clause which I have already mentioned, would come into play.

4428. You propose that the term of the lease should be renewed every ten or fourteen years?—Yes.

4429. Do not you think that there would be a very awkward pressure put upon the Government by Irish gentlemen, when that time came round?—No; they would have no power to interfere, the lease would be renewed, and the terms would be arranged according to the receipts of the last year.

4430. It would be according to something that worked itself; it would not be discretionary with the Government?—No; the reason why I propose a short time is, because many people would be willing to go into such a venture if it were terminable at the end

of ten years, who would not like to go into it for a long time, unless it could be revised.

4431. With regard to the maintenance of the permanent way, you would rely upon the covenants in the lease?—Yes. I would make it their interest to keep up the road, because the money that would accumulate as a renewal fund, would be more than would be necessary to renew it.

4432. The company would gain nothing by saving anything within that fund?—No, they would lose.

4433. So that practically it would be spent on the permanent way?—Yes.

4434. You think it possible to estimate what it would be?—Yes, to within a fraction of a farthing, it would be five-eighths of a penny, or at the most three-fourths.

4435. Have you ever known an instance where the figures you have put were practically worked out?—I know an instance where the calculation as to rolling stock worked out satisfactorily at the end of a ten years lease, the parties who had worked the line and the parties who had leased it being both satisfied at the end of the contract.

4436. (*Sir R. Hill.*) You propose no general reduction of rates?—No.

4437. You would leave it to the company to charge any rates not exceeding the present rates that they may think most profitable with certain exceptions?—Yes.

4438. You said that in the natural course of things the traffic must increase. You are aware of course that the population of Ireland has for several years been decreasing?—Yes.

4439. Do you think, supposing that decrease to continue, there would be an increase of traffic under the arrangement you propose?—Yes, I think so. Of course there would not be that increase which takes place with a growing population, but the traffic of the population that would exist would become developed and enterprise would be excited. They would travel a great deal more and produce more to be carried. The land would be cultivated to a greater extent, and so the traffic would be increased. The population in our agricultural districts is stationary, and in fact decreasing, though the traffic has increased.

4440. You have stated that coals are conveyed by the Great Eastern from Peterborough to London for about $\frac{1}{4}$ *d.* ton a mile, does that charge include the waggons?—No; that is carried in coalowners waggons, and to that the terminals have to be added. The $\frac{1}{2}$ *d.* for terminals is a fixed charge, whatever the mileage; it is to cover rent of land and the labour which is done in the station yard.

4441. What would be the additional charge if the company found the waggons?— $\frac{1}{8}$ *d.* per ton per mile; but this is purposely excessive, in order to induce the coal owners to provide their own waggons.

4442. When you spoke of doing away with all mileage rates, I presume you spoke of giving a lower rate in proportion for a greater distance, and not different rates, as between towns equidistant from a common centre?—Yes; I mean that in working a railway you must put mileage rates on one side altogether. Supposing you have a certain amount of traffic to carry between A. and B., if the net cost of carrying that is, say 3*s.*, and you cannot get above 4*s.*, you must be content to take the 4*s.* rate, whatever the distance is; you cannot cultivate traffic to any extent on any other principles.

4443. You would adopt unequal mileage rates in different parts of the country?—You must adopt them if you mean to develop traffic.

4444. (*Mr. Glyn.*) You set apart for permanent way $\frac{3}{8}$ *d.* or $\frac{1}{2}$ *d.*, $\frac{1}{4}$ *d.* for engine power, and $\frac{1}{4}$ *d.* for carriages and waggons?—Yes, amounting altogether to $\frac{3}{4}$ *d.* per train mile.

4445. I understand you to say, that as far as regards permanent way, that figure has actually been tested?—Yes. I went into it with Mr. Sinclair, and it is based upon this: we took up last year some

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rails on the Colchester line that were put down when it was first made, 26 years ago. Some rails which I laid on the Cambridge line (which are rather lighter, being 16 lbs. to the yard), are still in existence; that is where our heaviest traffic is. Therefore on the average you may take the life of a rail at 25 years. With regard to sleepers you may take their duration on an average at 20 years.

4446. Is not 25 years a long average for rails?—No; not taking them all round. The rails at the Derby station wear out in a year. I do not mean to say that 20 years would be the life of a rail on the Great Northern, where a very large coal trade is carried at a high rate of speed; but on the Great Eastern, with which Irish railways may be taken to correspond, 25 years is the life of a rail.

4447. (*Capt. Galton.*) What is the life of a sleeper?—At this moment there are sleepers between London and Colchester that were laid down in 1839.

4448. (*Sir R. Hill.*) Were those sleepers prepared in any way?—They bear no appearance of having been prepared; they are made of large Scotch fir. Mr. Sinclair had them analysed, and they gave indications of having been prepared with a solution of copper.

4449. (*Mr. Hamilton.*) Are the rates you have given derived from the practical working of your own line only, or from the practical working of all the lines in the United Kingdom?—From the working of all lines. You may reduce the working almost of all railways to a few definite and simple figures. You may take the total value of the rolling stock (half of which is for engines) as represented by the gross annual income. You may reckon the proper performance of every engine as 20,000 miles per annum. The average earnings are about 5s. per train mile, therefore the earnings of the engine ought to be 5,000*l.* a year. The average expenses are about 2s. 6*d.*, made up as follows, in some cases a little more, and in others a little less. 1s. for maintenance of engines, rolling stock, and waggons; 6*d.* for maintenance of permanent way; 9*d.* for coaching expenses, guards, station masters, porters, and goods depôts, and 3*d.* for miscellaneous charges, including Government duty, rates, and taxes, and compensation for accidents. If you take the Board of Trade return, and take the half-yearly statements, you find with very slight variations they will come to those results.

4450. (*Chairman.*) You contemplate that the leasing company would pay over to the Government in the shape of rent an amount corresponding to that now divided amongst the shareholders and debenture holders?—I think it would be that amount at least.

4451. Having made an arrangement with the Government to pay over that amount, would they not be likely to consider themselves tolerably safe without making any considerable reduction in the fares, or exerting themselves to develop additional traffic?—Having once entered upon the lease, they would make no further reduction than they were compelled to make, unless with a view to their own advantage.

4452. Do you think under the plan you propose there would be a sufficient inducement to them to do all they could to increase the traffic of the country?—I have no doubt of it. It would be for their interest, for instance, to cultivate a traffic which does not now exist, viz., quoting rates between places where there is no existing traffic at all, which would have nothing to do with any existing traffic whatever.

4453. You think that no company would take the lease unless with the expectation of being able to develop a greatly increased traffic?—No, I should think not.

4454. Would the Irish gauge in your opinion offer any obstacle to the working of your proposal?—Not at all.

4455. Is not the expense of the permanent way rather heavier?—Not necessarily so at all.

4456. The sleepers must be rather larger, must they not?—A little larger, about 6 inches more; that would not be a material item.

4457. The dead weight is heavier, is it not?—A very little.

4458. You do not think that that would be found to be any impediment to the working of your scheme?—No; you could not put a value upon it.

4459. Do you anticipate that the lease might be taken by parties connected with English railways with a view to improve the traffic on their own railways?—Possibly English companies might be represented on the leasing company, which would enable them to quote a through rate, there being only one party to deal with. The London and North-western or the Great Western possibly might be represented in the company, and it would be very desirable that they should.

4460. Do you think it possible that one of the great English companies might get possession of the Irish railways, and work them to the detriment of all other companies in England?—I do not see how they could without the permission of Parliament.

4461. (*Mr. Glyn.*) Do not you think the English companies would view it as a mercantile speculation, in fact?—Yes; the great companies would, no doubt, for the sake of the advantages they would derive in this country, be represented in the leasing company; and that being so, very likely more rent would be obtained.

4462. (*Sir R. Hill.*) Do not you think that the arrangement should comprise some provision as to a reduction in the rates of charge?—They would be revised at the end of every 10 years.

4463. I mean during the first 10 years?—When once the lease is signed, except seeing that the lease is fulfilled, the State must not interfere. They must not nurse it or coerce it.

4464. (*Mr. Glyn.*) Do not you think the resources of Ireland would be likely to be better developed if the lease were in the hands of a mercantile company than if it were in the hands of the large English railway companies?—I do not know that they would. I am not at all certain, if it were in the hands of the London and North-western, that they would not develop traffic even to a greater extent.

4465. They would cultivate through traffic?—Yes, I mean through traffic.

4466. (*Capt. Galton.*) Could you give us any idea what the economy has been in the management of the Great Eastern company since its amalgamation?—With regard to working we were in fact amalgamated before the amalgamation took place.

4467. Could you inform us what the saving was when the amalgamation took place?—No; because I am sorry to say that until this amalgamation I never considered the lines as fairly and honestly kept up.

4468. (*Chairman.*) Do not you know of cases in which the traffic of particular districts is imperfectly developed in consequence of being part of a very large system?—I cannot say that there may not be such cases, but I do not know of any.

4469. Do not you think that if the railways were in the hands of parties connected with the district they would be likely to take a greater interest in the development of the resources of the district, than if the railways were in the hands of parties not locally connected with the district?—Possibly; but on the other hand it is much a sounder principle to rely on the interest of the parties working the line being identical with the general prosperity of the country. Local interests in the directorate might lead to the same evils as independent companies.

4470. (*Capt. Galton.*) The traffic of the Great Eastern has been very much developed, has it not, since its practical amalgamation?—Yes.

4471. To an extent which was not anticipated at all?—We did not anticipate such a large increase of local traffic. We anticipated a larger increase from another source, which at present we have not approached.

4472. The local traffic has been very largely developed, has it not?—Yes, very largely.

Friday, 2nd June 1865.

PRESENT :

THE RIGHT. HON. LORD STANLEY, M.P., F.R.S.
 THE HON. E. F. LEVESON GOWER, M.P.
 SIR ROWLAND HILL, K.C.B., F.R.S.
 T. B. HORSFALL, Esq., M.P.

GEO. CARR GLYN, Esq., M.P.
 CAPT. DOUGLAS GALTON, R.E., F.R.S.
 E. T. HAMILTON, Esq.
 WM. POLE, Esq., F.R.S., *Secretary*.

HIS GRACE THE DUKE OF DEVONSHIRE, K.G., F.R.S., IN THE CHAIR.

WILLIAM HAUGHTON, Esq., examined, Mr. J. W. MURLAND being also present.

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4473. (*Chairman*.) You are chairman of the Great Southern and Western Railway of Ireland?—Yes.

4474. For how many years have you been chairman of that system?—Since 1860. I was deputy chairman for several years previously. I have been connected with its affairs from the commencement, and have taken an active part in them.

4475. You have been a member of the board since the railway was opened?—Yes.

4476. I presume the question has frequently come under the consideration of the directors whether measures could be adopted for rendering the railway more profitable to the shareholders?—Constantly, of course.

4477. Can you state whether the possibility of rendering the railway more profitable by reducing the fares has been one of the subjects which has been considered by your board?—He would be a very bold man, I think, that would make the experiment.

4478. Has your board had that question under their consideration?—No; it has not been taken into very serious consideration at any time.

4479. Are you decidedly of opinion that a reduction of the fares and charges on your railway would be too hazardous an experiment to undertake?—I have not the shadow of a doubt on the subject.

4480. May it be taken as a general axiom that if the fares were greatly reduced, the effect would be to increase the number of the passengers?—No doubt of it.

4481. Will you state upon what grounds you have come to the conclusion that that increase in the number of the passengers would not make up for the falling off in the receipts occasioned by lowering the fares?—The Great Southern and Western Railway runs almost entirely through an agricultural district, and I think it has been found, both in England and in Ireland, that people do not travel largely in agricultural districts, and I do not know of any internal traffic that there is between any towns in Ireland, that we could hope would bring any large increase of traffic to us, if we made a great reduction in the fares.

4482. Have you ascertained that low fares in agricultural districts do not produce any considerable increase in the number of the persons who travel?—I inquired of one of the principal traffic managers on the London and North-western Railway in the course of private conversation whether it was so in England, and he informed me that it was the same in England as in Ireland.

4483. Have the fares upon your railway remained substantially the same since it was opened?—There has been only one change that I can recollect, and that was an addition of 10 per cent. that was made to the first and second class passenger fares some few years ago.

4484. What was the result of that experiment?—At this moment I really cannot say.

4485. You are not able to say whether it was satisfactory to the shareholders?—It is almost impossible to arrive at an accurate conclusion on the subject, owing to the great number of branch lines, and the extension of the mileage of the railway since it was first opened. We first commenced with 56 miles, but now it is nearly 400 miles. We have had many branches made.

4486. When was the advance of 10 per cent. made?—Some eight or nine years ago.

4487. With that addition has the scale of fares remained the same ever since?—Yes.

4488. Did that apply only to the first and second class fares?—Yes.

4489. Have you a third-class traffic of any importance?—Yes, the third-class traffic is large; but it is very small in proportion to what it is in England or in the north of Ireland.

4490. Do you give special facilities to third-class passengers on market days, or to any of the towns on your line?—No, we have nothing of that kind.

4491. Do you run any excursion trains at low fares?—Frequently.

4492. Are they excursion trains for the poorer classes of people, or mainly for those who are expected to travel first and second class?—We always attach carriages for third-class passengers.

4493. Between what towns or places do you run the excursion trains?—We run them from Kilkenny to Dublin three or four times in a year, and very frequently also from Cork to Dublin. We run also special trains from the south of Ireland to Killarney. This time table will explain it (*handing in the same*). I have also brought with me to lay before the Commission a table, showing the times at which the different portions of the Great Southern and Western Railway were opened for traffic, and the receipts upon every description of traffic for every year from that time down to the present (*handing it in. See Appendix, A.H.*) It enters very fully into detail, showing everything connected with the traffic upon the Great Southern and Western Railway, and perhaps the most important feature in this return is this, that when we had only 90 miles of railway opened, we carried a good deal more than half as many passengers as we carry now, when we have 400 miles of railway opened. On goods and cattle it has been just the reverse, for we have had a steady increase in them at all times, until within the last two or three years.

4494. Between what places were the first 90 miles of your line opened?—The first division was to Carlow, a distance of 56 miles; then from Maryborough to a place called Ballybofey, which was only a field at the time. We made an addition to the 90 miles in the year 1847, by an extension of 34 miles; that was the Maryborough and Roscrea Junction.

4495. At that time you did not communicate with Cork?—No, and not for a long time after that.

4496. Was there any large increase in the traffic when you effected a communication through from Dublin to Cork?—I find by the return that of first-class passengers, when we had 90 miles of railway opened, there were 51,000, and that when we got to Cork the first-class passengers were only 49,000.

4497. (*Mr. Horsfall.*) Were the fares varied at that time?—Not at all. I am speaking of the first class only.

4498. (*Chairman.*) As to the second and third-class passengers, were there corresponding results?—The second-class passengers in number were 128,000 in 1847, and when our line was opened to Cork, their numbers increased to 153,000.

4499. Was that after the line to Cork had been opened for any considerable period?—No; this was only in the first year.

4500. Had the line been opened for a year?—I had better perhaps take the following year, and after it had been opened for a little more than a year (it had

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been opened from October 1849 to December 1850), the number of first-class passengers then was 74,000.

4501. Compared with about 80,000 other passengers in 1847?—Yes, the two other classes together made, in 1847, 68,000; but I have been giving you the first-class passengers in 1850, after the line had been opened to Cork.

4502. Was there any considerable increase in the number of passengers after the opening of the line to Cork?—I will give you the numbers of the third-class passengers. In 1847 there were 289,135 third-class passengers, while in 1850 there were, of third-class passengers, 245,379; so that there was an actual decrease.

4503. (Capt. Galton.) Had you altered the fares between the two periods?—I think not.

4504. (Chairman.) To what do you attribute the falling off in the traffic after you had effected a communication with such an important town as Cork?—I cannot give you the reason, for I only have the facts here. The return to which I have referred was prepared for the directors, and it furnishes every possible information with respect to our traffic. It is headed, "1st Class," "2nd Class," "3rd Class," "1st Return," "2nd Return," and so on, showing the receipts per mile.

4505. (Capt. Galton.) Were the receipts smaller per mile for passengers?—The receipts for passengers per mile in 1847 were 746*l.*, and in 1850, 684*l.*

4506. What was the increase in the mileage in 1850?—The mileage then was 98 miles.

4507. What were the actual receipts for the passengers?—In 1847 the actual receipts were 62,227*l.*

4508. (Mr. Glyn.) Have you any objection to put in that return?—No; I have already done so.

4509. (Capt. Galton.) What were the receipts for passengers in 1850?—128,805*l.*

4510. A smaller number of passengers must have travelled over a longer distance?—Yes.

4511. The local traffic had not improved?—We have no local traffic; at least it is really so small that it is hardly worth speaking of, and that is the reason why we do not see the necessity for altering our trains between the different towns. The paper which I hold in my hand is not a very accurate account of what might be the result if other towns were taken in, but I found this in the copy-book, and I thought the Commissioners might wish to see it, as it will show how small the traffic is between the different towns. Between Hazlehead and Carlow the total amount of money received in 1856 was only 2*l.*

The following return was handed in:

GREAT SOUTHERN AND WESTERN RAILWAY.

GOODS TRAFFIC between the under-mentioned Stations for the Years 1856, 1857, and 1858.

1856.	1857.	1858.	Stations.		1856.	1857.	1858.
Tons.	Tons.	Tons.			£	£	£
4	50	10	Hazlehead	to Carlow	2	19	4
7	11	5	Carlow	" Hazlehead	2	4	2
98	28	6	Sallins	" Athy	11	8	2
28	34	100	Athy	" Sallins	6	3	8
7	15	4	Sallins	" Carlow	3	5	2
10	16	38	Carlow	" Sallins	4	6	11
3	3	8	Newbridge	" Athy	1	1	4
326	224	338	Athy	" Newbridge	64	44	68
13	36	8	Newbridge	" Carlow	4	9	2
77	6	13	Carlow	" Newbridge	22	2	4
	8		Newbridge	" Tullamore		1	
45	4	86	Tullamore	" Newbridge	12	2	23
3	71	4	Carlow	" Monasterevan	1	14	1
10	16	31	Monasterevan	" Carlow	3	5	6
		8	Carlow	" Roscrea			3
	16	37	Roscrea	" Carlow		7	16
	7	26	Carlow	" Tullamore	3	9	2
	9	12	Tullamore	" Carlow	4	8	8
3,238	2,116	975	"	" Cork	2,498	1,084	507
217	200	24	Cork	" Tullamore	177	152	21

4512. (Mr. Glyn.) During what period of time?—For a whole year, in 1856, the sum received was only 2*l.*

4513. (Mr. Gower.) What was the distance between the two places?—I suppose it was about between 30 and 40 miles. In the next year, 1857, the amount received was 19*l.*, and in 1858 it was only 4*l.*

In fact there was no traffic between those towns to speak of, except those which have a communication with the Curragh Camp; there is a small traffic between those towns, but not otherwise.

4514. (Mr. Glyn.) What is the largest return between any two places mentioned on that paper?—From Athy to Newbridge in 1856 the amount was 64*l.*

4515. (Mr. Horsfall.) For goods only?—Yes.

4516. Is your traffic chiefly confined to what passes between Dublin and the more important towns in the interior?—Our traffic is almost entirely confined to what passes between the large towns of the country and the capital; but of course that rule varies. When you come to a large town like Cork, for instance, the traffic from Mallow, which is within a distance of 20 miles from Cork would be to Cork, or again from Fermoy to Cork; it is just like attraction, the larger town attracts the traffic from the smaller towns within the circle round it.

4517. The return you have handed in refers entirely to goods, can you speak as to passenger traffic between the different towns?—I cannot give you a return of those.

4518. Can you say whether there is much passenger traffic between the second-rate towns, and generally from one to the other?—I think there is none at all worth speaking of. I do not see what the business would be that people would have to go about from town to town.

4519. (Mr. Glyn.) Between Limerick and Dublin is there much traffic?—Yes, a very considerable traffic.

4520. (Mr. Horsfall.) Can you give a return of the passenger traffic between the two towns you first mentioned, Hazlehead and Carlow?—I have not got a return of the passengers, but I am sure it would be nil.

4521. Do trains run between those places?—Yes, they run several times a day. Hazlehead is a very poor place, and the towns are nearly all of the same character throughout. I may mention that at one time we ran a very vigorous opposition against the Grand Canal; that was continued for nearly two years, and I have got a return of the result of that very vigorous opposition, which was carried on at lower rates than any one had ever proposed to reduce the rates to, and I will state to you the results. I have brought every document that I could lay my hands upon which I thought would be useful to the Commission since I received a summons to attend.

4522. Between what towns did the Grand Canal Company compete with you?—The most important towns were Athy, Carlow, Milford, Bagenalstown, Tullamore, and Maryborough. I need not trouble the Commission by going through all the places mentioned in this document as I have handed it in. The town of Carlow is one of the best towns we have on the line; it has 10,000 inhabitants, and the rates were reduced from 7*s.* 6*d.* to 2*s.* on second class goods.

4523. What description of goods were they?—Principally grain and flour, and the result of it was that while prior to the opposition, we carried, 5,968 tons from Dublin to Carlow.

4524. (Chairman.) Do you mean in a year?—Yes, there has been a very strong opposition there, because the river Barrow and the Grand Canal compete very successfully, the water navigation runs close to the mills, and we cannot compete successfully with them. As I have stated we reduced the rate upon second-class goods from 7*s.* 6*d.* to 2*s.*, and the result as to tonnage was, that whereas before the opposition commenced we had 5,968 tons in 1856, in 1857 we had 9,531 tons. During the second year's opposition we had 13,408 tons. In money receipt the result was that while we received, before the opposition commenced, 3,164*l.*, in 1857 we received, with the increased tonnage, 1,692*l.*, and in 1858 we received 2,261*l.* The gross result of the opposition was a total increase in the tonnage upon the two years of 31,843 tons, that is, between the 12 stations and the total loss in money upon the two years was

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12,490l.; the opposition extended over 102 miles of railway. I should also mention to the Commission that the increase arose in a great measure from traffic, extraneous to the district, being induced to come to that particular point for transmission on account of the very low rate of 2s. a ton being charged. It was not permanent traffic, and we should not have had that increase, if the same rate of 2s. a ton had been extended over a larger district.

4525. (*Capt. Galton.*) Did not the experience which you obtained on that occasion make it worth your while to make an experiment to see whether it was entirely owing to that, or whether it was not due to the lower rate that you charge?—I should explain that this traffic was abstracted from the Grand Canal.

4526. Can you state what the receipts on the Grand Canal were at the same time?—I cannot.

4527. (*Mr. Glyn.*) Did you raise your rates again at the end of that time?—Yes; but we came to terms with the Grand Canal Company, and we allowed them 15 per cent. differential rate; they were to take the risks and to carry the entire traffic along the line of their navigation.

4528. (*Capt. Galton.*) Has your traffic fallen off since that time?—Yes; along the line of the navigation; but it affects particular classes of goods more than others; what we call bale goods would not be so much affected as grain and flour would be. There is no hurry required in the transmission of the one kind of articles, and dispatch is required with the others; we generally get goods to convey which require very quick transmission, and the canal company get goods to carry which may be conveyed slowly, although it is of very little importance whether a man gets his goods from the canal or the railway, because the distances are so short.

4529. (*Mr. Horsfall.*) Did the revenue in those years pay the working expenses of the line?—Yes, we have paid a dividend ever since we opened; a very good one.

4530. What dividend have you paid?—It began, I think, at 3 or $3\frac{1}{4}$ per cent.; then it got up to the highest point, in 1856, when we paid 6 per cent.; but that was entirely owing to the enormous amount of traffic that we carried, particularly military stores, which was carried over our line during the last year of the Crimean war. The dividend became reduced afterwards to 5 per cent., and in the last two years, it has been $4\frac{1}{2}$ per cent.

4531. (*Mr. Glyn.*) Are you charging your maximum fares for first and second class passengers?—We charge 1d., $1\frac{1}{2}$ d., and 2d. for the three classes of passengers, with 10 per cent. added to the first and second classes.

4532. (*Capt. Galton.*) Do you charge your maximum on the third-class passengers?—That is the parliamentary rate.

4533. I observe by the return that your line was opened throughout for traffic in 1860?—Yes.

4534. It was then 320 miles long?—Yes.

4535. Your first and second class passengers were in that year respectively 85,000 and 52,000, and in 1864 they were only 80,000 and 48,000?—Yes.

4536. Your return tickets had increased about 5,000. Your third-class traffic was 400,000 in 1860, and 468,000 in 1864. Therefore the third-class traffic appears to have progressively increased every year, while the first and second class traffic remained very nearly stationary?—Yes.

4537. Does not that show that there is a source of traffic which, if appealed to, will respond to the call?—Yes; but I fear that that arose from increased emigration.

4538. It appears that there has been a very steady increase throughout the whole time?—Yes.

4539. I observe also, referring to the traffic in coals, that in the year 1859, when you had 249 miles of railway opened, your coal traffic was 29,000 tons, and the receipt in money 5,000l.?—Yes,

4540. In the next year you had opened 329 miles, and the quantity carried suddenly sprung up to 45,000 tons, and the receipts in money to 8,500l.?—Yes.

4541. Where was the fresh mileage opened which produced that increase in the coal traffic?—It brought the Killarney district on to the line; but I think that that had not so much effect as the very wet season of 1860, which caused the turf to be very badly saved.

4542. In 1864 I see that the coal traffic amounted to 49,000 tons, and the receipt in money 9,000l.?—The coal traffic has always been an increasing traffic; but at the same time it is a very small one.

4543. At what price per ton is the coal carried?—I have had that accurately taken out, and the gross amount that we received for every ton of coal carried last year was 3s. 9d.

4544. Can you state what the price per ton per mile was?—We charge a penny a ton per mile for coal, without terminals, and we provide the waggons.

4545. From what ports do you chiefly carry coals?—Upon that point I may mention that Judge Longfield was mistaken in saying that it was from Dublin we chiefly carried coals; we carry coals from Cork to a greater extent than from Dublin.

4546. Does that coal go to the districts of Mallow and Killarney?—The 3s. 9d. is 45 pence for an average distance of 45 miles.

4547. The length of the line is 387 miles?—Yes; but really the consumption of coal in the interior of Ireland is almost entirely confined to the gentry. It is not used for manufacturing purposes, to any extent, I am sorry to say. I believe that one reason for the increase which has taken place in the coal traffic has been that the price charged for saving turf has increased; labour has greatly increased in value, and the gentry of the country cannot get turf supplied to them so cheaply as they used to do. The poor people themselves do not place any value upon turf, because they have what is called "turbary" attached to their farms, and they are permitted to cut turf without paying anything for it. I think it is quite hopeless to expect a traffic in coals for the consumption of the poor. The only source from which we could expect an increase would be for manufacturing purposes, and, I am sorry to say, that at the present time there is a very large amount of mill power that is not availed of in the most favourable parts of Ireland—water power. This is owing to the stoppage of the flour mills; that trade, which was formerly the principal manufacturing trade in the south of Ireland, is now in a very bad state indeed.

4548. (*Chairman.*) Do you communicate direct with the shipping at Cork?—Yes.

4549. Can the vessels be unloaded and their cargoes be put into your trucks at once?—Not ordinary goods; coals are unloaded and put into the trucks.

4550. (*Mr. Horsfall.*) Have you any through booking arrangements with railway companies in England?—Yes, very extensive.

4551. With what railway companies?—The London and North-western, the Lancashire and Yorkshire, the Manchester, Sheffield, and Lincolnshire, and the Great Northern.

4552. You book the goods through?—Yes, over all those lines.

4553. (*Capt. Galton.*) Do you book through with the Great Western line?—We book through by Holyhead with them.

4554. Not by Wexford or Waterford, or Cork?—No.

4555. Have any attempts been made by the Great Western Company to induce you to book through?—They have asked us to book through passengers, and we did book through with them, although it has been stated that we did not, but that was a mistake.

4556. Have there not been some negotiations recently?—Simply on account of this, that they would not pay us the money that they received last year,

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and we stopped the booking until they paid us; when they paid us we resumed the booking again. But the whole thing amounts only to 100l.

4557. (*Mr. Horsfall.*) Have you through traffic in goods as well as in passengers?—It is principally in goods.

4558. How do you arrange with regard to the terminals charged, do you allow the parties forwarding goods from your line to the London and North-western to pay their own terminal charges, or do you charge them a specific sum?—There is a through rate at first; the terminals are deducted from the gross rate, and the balance is divided according to the mileage.

4559. That is, as between the two railway companies?—Yes.

4560. But I mean as between the public and the railway companies?—We never charge the public terminals at all.

4561. You allow them to transact their own business?—Yes, the rate is a net rate that we charge.

4562. Supposing the shipper of goods was anxious to pay his own terminal charges, would you make a deduction from your through rate equal to what he would have to pay?—Such a case has never arisen.

4563. (*Mr. Glyn.*) Who does the cartage for you in Dublin?—Mr. Fishbourne.

4564. Does he settle with the parties who ship the goods?—Not at all, the railway company settles that.

4565. Is not that a terminal charge?—No, that is an additional charge. The cartage is across the town.

4566. (*Mr. Horsfall.*) Do the railway companies pay that additional charge across the town?—It is added to the gross charge. The through rate is 2s. a ton from the Great Southern Railway to the shipping place.

4567. Is that for local traffic?—No, our rates are from station to station rates. I think it only right to say here, that I have seen some evidence which was given before this Commission, impugning the character of Mr. Fishbourne, and I consider that the statements which have been made are very unfounded. The rates are fixed by the railway company as those which Mr. Fishbourne is to charge, and he cannot exceed them. The rate charged is 2s. a ton for a distance of fully two miles and rather more.

4568. (*Mr. Glyn.*) Does he collect the goods?—Yes; he acts in Dublin just like Messrs. Pickford do in London.

(*Mr. Murland.*) I think the Commission should understand that any person who chooses may bring his goods to the railway, and thereby save Mr. Fishbourne's charge, or he may take his goods away from the railway and in the same way save the charge. Our rates are station to station rates, except where we book through to England.

4569. (*Chairman, to Mr. Murland.*) When a person comes to the station for his own goods do you not charge him anything beyond a mileage rate?—We charge him nothing but the regular rate. In calculating those rates no doubt we consider the expense that we are at with regard to terminals; but nothing is added apparently for terminals.

(*Mr. Haughton.*) The rate from Cork to Dublin is 12s. 6d. per ton for second class goods.

(*Mr. Murland.*) In calculating that rate the railway company of course take into account the terminal expenses.

4570. (*Mr. Horsfall, to Mr. Murland.*) Are you confining your observations now to Ireland?—Yes; to the Great Southern Railway.

4571. Does the same principle apply to Liverpool? You have a through booking arrangement with the London and North-western Company, and do you allow parties in Liverpool to pay their own terminal charges?—I do not know. We book through to Liverpool, and of course we forward the goods by our carrier from the railway at Dublin to the steamer,

and the charge for that is added on, the person owning the goods could not interfere.

4572. (*Mr. Glyn.*) If a person in Dublin chose to do it he could send his own goods to the railway station, and free himself from the charge paid to Mr. Fishbourne?—Yes.

4573. (*Capt. Galton to Mr. Haughton.*) Do you give special rates to individuals?—We have frequently done so; but in every case in which we have made a contract of that kind, the party has failed to fulfil his contract as to the quantity which he promised in the first place to send.

4574. Could you state any instance of that kind?—I will take the town of Tralee—at that extreme point on the map. There is a large barley trade carried on there, and people have come to us and said, "I will undertake to send so many tons of barley to Dublin if you will charge me such and such a reduced rate." We have said, "Very well; if you will send us that quantity we will charge you so and so, and we will give you a drawback." I do not think there has been an instance in which the drawback has not been applied for, nor in which the full amount of the goods agreed for have been delivered.

4575. You have scarcely any special rates at present?—I do not think we have one at this time.

4576. Are your ordinary rates published, so that any person may see them?—Yes.

4577. (*Mr. Gower.*) Are your rates uniform throughout the system?—They vary according to the distances very much.

4578. And also according to direction?—No.

4579. Are the rates the same inwards or outwards?—Yes.

4580. I see, by the return, that the amount of goods sent from Tullamore to Cork is about 15 times as much as the goods sent from Cork to Tullamore. I suppose there is a great number of empty trucks sent from Cork inwards?—I think it must have been a very exceptional year.

4581. The larger quantity being from Tullamore to Cork?—I believe it consisted entirely of potatoes.

4582. Would it not answer to charge reduced rates for goods carried from Cork to Tullamore?—There is no natural traffic between Cork and Tullamore at all; it was quite an exceptional case that has been referred to, potatoes were very scarce in Cork, but they were plentiful in Tullamore.

4583. (*Capt. Galton.*) For all those three years, 1856, 1857, and 1858?—Yes. There was some grain traffic between Cork and Tullamore, but not between Tullamore and Cork. Cork is a great depôt for shipping; foreign grain vessels come there.

4584. If you had carried grain at a cheaper rate, would not more of it have been carried?—I think not. I am intimately acquainted with the grain trade of Ireland, and I do not see why there should be any more.

4585. (*Lord Stanley.*) Have you tried the experiment for a limited time over a limited portion of your railway of reducing the fares considerably to see whether there would be an increase of traffic?—No, except in the case of the opposition that I have already mentioned.

4586. Has there been any proposal for an amalgamation between your system and the Waterford and Limerick?—Yes, repeatedly.

4587. Have the negotiations come to nothing?—Yes. We made an offer to them at one time, which was assented to by several of the directors, who waited upon the Great Southern and Western Board, to give them in perpetuity a 3 per cent. dividend. We were anxious to have a uniform rate over the whole of the southern parts of Ireland, but the present chairman of the Waterford and Limerick Railway told the proprietors that if they would leave the matter to him, he would give them a far better dividend than that; but their dividend has gone down until I believe the last dividend was only a quarter per cent, for the half-year.

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4588. Do you see any insuperable obstacles in the way of an amalgamation at some future time?—No. I have always felt that it was only a question of time, and that in time there must be an amalgamation between all the lines in the south of Ireland, for they are all in a state of bankruptcy at the present time.

4589. You do not see any reason why the smaller Irish companies should not, like the English railway companies, become merged in the larger systems?—No; and if you will look at the map you will see that we are gradually carrying that out. We have merged into one line from Carlow to Kilkenny; we have also merged into one line from Mallow to Killarney, and on to Tralee; and we are working now the Charleville and Limerick line.

4590. If any one were to assert, the multiplicity of Irish railway companies being admitted to be an evil, that that evil could not be got rid of without some compulsory interference on the part of the Government, you would not agree with that?—It would be difficult, I think, to get any parties whose line of railway is as bad as it can be, to give it for its value, unless the Government interfered. Of course you could not expect the Great Southern and Western Company to purchase a line, and to give a certain sum of money for it, if there was no profit to be obtained by the transaction. The lines that we have bought up we were subscribers to originally; they were constructed under the control, and in a great degree under the management, of the Great Southern and Western Company. I was a director of every one of those lines which I have named, and which have been amalgamated, and the consequence has been, that from the moment they were placed at the disposal of the Great Southern and Western Company, we have got our work done on the cheapest possible terms, and the result has been that the lines were well made and cheaply made; while the other lines, which are called contractors' lines, where there was not money enough to make them without borrowing, were made very badly. The result is, that where the traffic is so very small, they have nearly all gone to ruin.

4591. (*Chairman.*) Do you think that the public suffer much inconvenience from many of the smaller lines not being amalgamated with the larger ones?—Beyond all question, because they are not through lines. That was the great complaint that was made, that there was not traffic between Limerick and Dublin backwards and forwards the same day. We ran trains through as long as ever the Waterford Company would work with us, but I do not blame them for it at all; they did, of course, what they thought would be the best for their own interest; and it was no use working trains as far as Tipperary and to the junction there, if the passengers could not get on. There is no accommodation that has not been supplied by the Great Southern and Western Company to the third-class passengers; but the complaint is, that there are not more trains on the line, and that the third-class passengers cannot go and return on the same day conveniently.

4592. (*Capt. Galton.*) Do you issue third-class return tickets?—Never.

4593. Do you not think that that would be attended with advantage to the Company?—I am opposed to it, because I think it is a very bad system.

4594. (*Mr. Glyn.*) Have you ever tried it on market days?—No; we do not think it is of any use, or that there is any traffic of that kind.

4595. (*Mr. Horsfall.*) What are your objections to issuing return tickets?—My own feeling is that I would rather give a passenger the option of travelling at a cheap rate, paying for every journey separately. I believe that the practice of issuing return tickets leads to great frauds. I am aware that it has been complained of, that we do not give free tickets to drovers, and that we charge them for the tickets; but the reason why we do this is because when we give them free tickets, if a gentleman grazier sent many cattle to be forwarded, the drovers would sub-

divide, say, 20 or 30 head of cattle into 10 lots, and we should have to carry up 10 persons, and, more than that, the tickets would be sold publicly in the streets. That was the reason why we charged for the drovers; but I know that this is a subject of great complaint on the part of the graziers' men.

4596. (*Chairman.*) Is the traffic in cattle at the present time stationary?—It has been always increasing until within the last year or two.

4597. Does it chiefly consist of fat cattle?—No; by far the larger amount of the traffic is in store cattle.

4598. Do you suppose that any large quantity of store cattle are driven along the roads in the same direction as the railway runs?—It may be so within certain distances, say within 20 miles of the railway; but I should say not for long distances. Our principal cattle traffic is from the fairs, and I need not mention here that the cattle which are sold in fairs are all store cattle. It is a very expensive traffic to work, and all our trucks go back empty. To give the Commission an idea of the quantity of store cattle carried from the great fair at Ballinasloe, I may mention, in the first place, that the Midland Company carry by far the largest proportion of that traffic, and I asked our traffic manager, who was at that fair, to inquire into the matter, and let me know the result. He has informed me that the Midland Company carry as many as 1,300 trucks of cattle from that fair, and that the Great Southern and Western Company carry, I think, about 180 trucks.

4599. (*Capt. Galton.*) Your trucks go through Athlone, have you no branch to Ballinasloe?—No; but we did try one year cheap rates for cattle from Athlone, in opposition to the Midland Company, because we were so far from the fair that we found we did not get the cattle to carry; however it was a total failure, people did not send them.

4600. (*Chairman.*) Was the reduction made in your charges on that occasion a very large one?—I do not think it was very large; but we do not compete with the Midland Company at all now.

4601. (*Mr. Glyn.*) Are there any small railway companies within your district which are not amalgamated with you, and which you do not work over by agreement?—Yes, there are many.

4602. Are they a hindrance to your traffic?—No.

4603. Do they run their trains in concert with yours?—Yes, we work amicably with them, and have been doing so for the last seven years with the Waterford and Limerick Company. The proceeds of the through traffic of the whole of the district of the south of Ireland, taking Tipperary, Limerick, Cork, and Waterford, are put into a joint stock purse, and after deducting 40 per cent. for the company that carries the traffic for working expenses, the remainder is divided between the different railway companies according to the mileage.

4604. So far as working goes, your system is nearly complete?—Yes, it is very complete.

4605. Throughout all the districts?—Yes.

4606. (*Chairman.*) I understood you to say that if the Waterford and Limerick was in your own hands, the communication between Limerick and Dublin would be more conveniently worked than it is at the present time?—Of course it would; we should run through trains to Limerick.

4607. At the present time the public does suffer inconvenience either from the delays which are occasioned, or from some cause or other?—Yes, beyond all question they do suffer inconvenience; but at the same time, I do not think that a man going from Limerick to Dublin hardly ever wants to return on the same day, he almost always has some business to occupy him, and to detain him there for a day; that there is some inconvenience felt I have no doubt.

4608. Do you ever receive proposals from parties to put on to your line an additional quantity of goods which you feel unable to entertain, because you believe that they will not be remunerative to you?—

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I have no recollection of any such proposals being made.

4609. With regard to mineral traffic, for instance?—Now I recollect that there was a small mine. I read some evidence that was sent to me by the secretary, and there was a small mine at a place called Shallie, and the directors of the company went to the place in order to inspect it, and we bought some land there, which we still hold, with the idea of erecting a station there; but when we came to investigate the matter, we found nothing to induce us to open a station there in the first place, and in the next place, we could place no reliance in the representation that the mine would be worked, and that we should get the traffic from it. And furthermore, we found that the traffic that was proposed to us would only give us a small return without terminals for our portion of the line, and that in fact it would not pay half the working expenses.

4610. (*Capt. Galton.*) What sum was offered to you?—The sum offered from the mine to Limerick was 2s. a ton.

4611. Should you have had to load the waggons?—No.

4612. What distance would the minerals have passed over your line?—I believe some five or six miles.

4613. If the whole distance over which the minerals would have passed had been in your hands, would such a price have paid you?—That of course would have depended upon the number of the trains, and whether the trains were continuous.

4614. Did the parties in that case promise you a fixed quantity?—No, we had no promise of anything.

4615. (*Mr. Glyn.*) It was too small a matter for you to entertain?—Yes, it was; a large prospective traffic of that kind cannot be carried cheaply unless it be continuously supplied in certain quantities. It would not answer to be asked to send at one time 100 trucks for goods to be loaded, and then to have to send those trucks away again to be idle for a month, because what would they be doing in the meantime?

4616. (*Capt. Galton.*) You mean that such traffic could not be worked in with your general system?—Yes; it would be quite impossible.

4617. (*Chairman.*) Is it your opinion that the traffic of the country, so far as it depends upon railway arrangements, is developed to as great a degree as it is possible for you to accomplish it?—I think it is in the south of Ireland, so far as the Great Southern and Western are concerned.

4618. You think, so far as your railway is concerned, that it is not in your power to take any steps that would increase the traffic on the Irish railways, or that would stimulate production in any respect?—Do you mean with regard to the quantity carried, or to the amount received?

4619. Do you think that there would be any increase in the traffic by lowering your charges?—Yes, I think there would be some increase, but I am not sanguine about any large increase in the principal products of the country; I do not see what it is to arise from. I have directed my attention to the evidence given by Judge Longfield, and I have made some observations upon the evidence that he gave.

4620. Are there any parts of his evidence to which you wish to make any addition or to explain?—I find that he was, from a want of knowledge of details, a little at a loss. A question was put to him by Capt. Galton, in these words, "Is it not the case that 'cattle are sent from one part of Ireland to another' to be fattened?—They are generally sent first to 'the fairs, and they are then bought by the graziers, 'who fatten them, from the people who breed them.'" My observation upon that is this: A considerable quantity of store cattle are carried from the counties of Tipperary and Limerick to Kildare and Meath. The average mileage is about 50 miles, and very few store cattle are walked beyond 20 miles. As a rule, all this traffic is carried on by special trains from fairs.

4621. (*Lord Stanley.*) If some of the minor lines in Ireland are in a state of bankruptcy, is that owing to their having charged too high fares, or to there not being sufficient traffic to support them?—Some of them have cost too much money, and others of them have so little traffic, that if they had been made for nothing they would not pay the expenses. There is the Wexford and Bagenalstown line, as to which proceedings are now going on the Bankruptcy Court in Ireland. The Great Southern and Western Company were anxious to develop the traffic upon that line, because we were original subscribers to it, and we worked it for the bare cost out of pocket, without charging interest upon the rolling stock; the weekly receipts did not pay anything like the working expenses, although the line runs within six miles of the town of New Ross, which is an important town.

4622. (*Capt. Galton.*) You did not perhaps think it worth your while to charge very low fares?—The line passed through a district where there is no population.

4623. What is the population of New Ross?—About 8,000 or 10,000; it is a long way from Wexford.

4624. (*Lord Stanley.*) I suppose the population of the south of Ireland is, upon the whole, decreasing, and that you do not look forward to any increase in the passenger traffic?—I think Ireland is in a poor condition, and I do not think we can expect any great increase in the passenger traffic.

4625. (*Capt. Galton.*) Where does the Wexford and Bagenalstown line run?—It was originally intended to go on to Enniscorthy, which is a very important town, and not far from Wexford. It got to a point where the dotted line on the map begins, and that point is in a field. The town of New Ross is not marked upon that map; it is on the River Barrow.

4626. Would New Ross be about there? (*pointing to the map.*)—A little to the left of that. An effort has been made this session to obtain powers to complete the line to Ross, but the parties had not the means to carry their Bill through, and it was withdrawn.

4627. (*Mr. Gower.*) Are there any new railway projects before Parliament this year in connexion with your line?—No, there are not any new projects of ours, there were some Bills that were passed; in one case there was a line from Thurles to Clonmel, that Bill was passed; and then there was another line proposed to join our line near Fermoy, that line goes from Lismore to Fermoy.

4628. Did you oppose those lines?—No, we merely asked for clauses. We have never opposed any lines, I think, for many years.

4629. Have you never opposed any?—I think not.

4630. (*Chairman.*) Can you state what interest you pay upon your debentures?—We have not any bonds at this time outstanding, except those that we got belonging to the companies with which we have become amalgamated, and which are not yet due.

4631. Have you no debentures?—We paid off the whole of our debentures on the Government loan, by raising money at four per cent. We have £1,300,000 of preference stock at four per cent.

4632. Is that redeemable or irredeemable?—That is irredeemable.

4633. (*Mr. Glyn.*) Is that at four per cent. only?—I should say that we have about half a million of debentures out now, and the interest upon them is exactly $4\frac{1}{2}$ per cent. We renewed all the bonds that fell due this year to the extent of 20,000.

4634. Had not some of the railway companies with whose lines you have become amalgamated some debenture debts?—I have stated that particularly. The principal bonded debts now outstanding are the bonds belonging to those lines of railway that we became amalgamated with.

4635. The yellow line to Cork belongs to you, does it not?—No, we rented it with the intention of purchasing it ultimately, if Parliament should sanction

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it, and the proprietors should agree to it. There is a large passenger traffic on the line; but there is no goods traffic there; you cannot carry on the goods traffic.

4636. For what reason?—Because there are no stations, or they are very badly constructed in every way.

4637. Would there be a goods traffic if the stations were good and convenient?—Not to any extent. I think it would be cheaper for the vessels to send up their goods by lighters to the port of Cork than to send them by railway.

4638. Even although the goods might be going into the centre of Ireland?—Yes; but I will explain the course of things. The trade is carried on in this way. A merchant in Cork purchases a cargo of grain, and then he distributes that cargo in small lots to the millers in the interior of the country.

4639. Does it go by train into the interior?—Yes, or by sea. There is a large traffic between Dublin and Cork which goes principally by sea, for in fact we cannot compete with the sea traffic; the charge that way is only half the amount that we charge.

4640. What freight per ton is charged by sea?—The freight from Cork to Dublin is 6s. a ton.

4641. What is the distance from Cork to Dublin by your railway?—168 miles.

4642. And you think it would not be worth your while to attempt to compete with the sea route?—Certainly not. We would rather be without the traffic a great deal.

4643. (Chairman.) Did you not say that you had given up the second-class traffic between Dublin and Carlow, and that it was carried by the Grand Canal Company?—No; I said that the Grand Canal by their navigation came in contact with the great millers, and that they got the preference, and that they had 15 per cent. advantage over us.

4644. Did you not also say that in consequence of that, you had ceased to carry goods of the same kind?—Certainly not; we take all the goods we can get.

4645. (Mr. Horsfall.) You said so, I think, upon one particular line?—I think not. We never refuse any goods.

4646. But practically the goods all go by the canal?—No, along the line of the navigation, they practically go by the canal.

4647. (Capt. Galton.) With regard to those goods that you mentioned as going from Cork to Dublin, is their ultimate place of destination the interior of Ireland?—No, they go to Dublin for consumption in Dublin; in consequence of the great facility for getting foreign corn into Cork it is now sent on the cheapest terms, at the lowest freights, between Cork and Dublin. A great business is done by the millers in Cork for the supply of Dublin with flour.

4648. If you could get a large supply of the same article on to your railway, would it not be worth your while to carry it?—We could not get it, and large quantities could not come; it is impossible that they could come; they would not be required. Dublin itself is a large importing port for foreign grain, and there are large steam mills there. The cause of the great decline which has taken place in the milling interest in Ireland has been the importation of foreign grain. Formerly Dublin, and a great part of Lancashire, and South Wales, were supplied entirely from the interior of Ireland; but now, since the repeal of the Corn Laws, when foreign grain comes into Ireland, the tendency is to erect steam mills in the sea ports.

4649. As I understood you, you stated that the grain comes into Cork and is there distributed; and that it is sent by coasting vessels round to Dublin?—Yes, that is frequently done.

4650. The freight being 6s. a ton?—Yes.

4651. You stated, I think, that a very large quantity of grain is sent in that way to Dublin?—Yes; it is entirely a question of the relative prices between Dublin and Cork. Cork is a port of call for foreign

ships, and also Falmouth; they are the two great ports of call for ships laden with foreign grain, and sometimes there is an excess of grain in Cork, and sometimes an excess of grain in Dublin, and so the trade alternates according to the price; but there is no internal trade in grain between Cork and Dublin.

4652. Would it not be worth the while of the Great Southern and Western Company to get the trade if they could?—Not at 6s. a ton.

4653. (Mr. Gower.) What would it cost per ton to carry the grain from Cork to Dublin?—It would cost a very small sum if we had a large and continuous quantity to take. Every train mile costs about from 2s. 7d. to 2s. 8d.

4654. Then why should it not answer your purpose to carry the grain for less than 6s. a ton?—Because we could not get the quantity.

4655. If there is a considerable traffic in grain by sea, why should you not carry it by your railway?—There are many reasons, which I can explain if you wish. In the first place, when a foreign vessel arrives in Queenstown for orders, if a portion of the cargo is to be transhipped to go from Queenstown to Dublin, a small vessel will go alongside the ship and take it out, and then it will go straight to Dublin without any expense, except that of putting it on board. If it was taken by railway, it must be transhipped into lighters, taken up to the City of Cork, and then put into trucks on the railway, and so be taken to Dublin.

4656. (Capt. Galton.) Could it not be put into the trucks at Queenstown?—No; there are no means for doing that at the present time. The railway goes down close to the water; but there is the merest narrow slip of ground there, and the Admiralty would not give up an inch of that ground to enable us to extend the railway.

4657. Have attempts been made to build quays there?—There have been applications made for that purpose, and when the Great Southern and Western Company become the owners of that line, some effort will be made to connect the railway with the deep water there.

4658. If it were connected with the deep water would it then be worth while to tranship the goods at once to the railway and carry them to Dublin at a low rate?—I think that the traffic internally would be so limited that it would not be worth attention. In the case of a vessel going into Cork, it does not cost one farthing, or to take her to Dublin, the captain must go to any port in the British empire where he can lie afloat, according to his charter party.

4659. Then a great part of this trade is carried by the ships themselves after calling at Cork, and then proceeding to Dublin?—Yes. I received a telegraphic message the day before I left home from a gentleman in Cork, asking me if I could get a certain price for American wheat in Dublin. I telegraphed back to say that I could. He then sent immediately, took up a vessel, and sent the wheat from Cork to Dublin.

4660. Had he to tranship it?—No; he had it already in a warehouse.

4661. Then why could it not have been taken from his warehouse and put on to the railway?—We would not have taken it for him for the freight he would have had to pay.

4662. If you had been willing to do so, would it not have been worth your while, if the quantity to be carried was large?—If it was a trade that would pay us, we could not carry the quantity. It might be worth our while, but this must be borne in mind, supposing this gentleman sent us 1,000 barrels of wheat, it would take more trucks than we could command; where should we get the trucks from to convey it? Even as it is now, with our trade from Cork into the interior of the country, the entire of the trucks have to come back empty, and we should have to send special engines all over the line in order to get a sufficient number of trucks, so that it would

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be better to carry it in small quantities rather than in large quantities. If there was a very large and continuous trade of that kind, arrangements possibly might be made to deal with it.

4663. Does not your objection rather go to this, that you would not attempt to develop any class of traffic whatever?—I do not think I should like to risk a large sum of money in attempting to develop traffic that might never come to us.

4664. I think you rather show that the goods are at Cork, and they are required to be taken to Dublin?—No; the case I have referred to was a very exceptional case.

4665. (*Mr. Glyn.*) I understand you to say that if there was a considerable amount of traffic you would undertake it, but as it is so uncertain, it is not worth your while to make a rate for it?—Yes.

4666. (*Mr. Horsfall.*) Would it be worth your while to carry any large quantity at 6s. a ton?—I think it would pay with a large and continuous quantity; but the rate to Cork now is very low; for instance, if you take 60 miles upon our railway we charge 8s. a ton, and we only charge 12s. 6d. a ton for 160 miles.

4667. (*Capt. Galton.*) You charge 8s. a ton for 60 miles?—Yes, for second-class goods.

4668. And 12s. 6d. a ton for 160 miles to Cork?—Yes.

4669. (*Chairman.*) Does that include terminals?—Yes; we never charge terminals.

4670. (*Mr. Gower.*) Is that to enable you to compete with the water communication?—Exactly. We have had steam opposition for a long time between Cork and Dublin, and we reduced the rate to 12s. 6d. in order to meet that opposition. We carried third-class passengers on the days when the steamer sailed at very low rates. I think as low as 5s.

4671. (*Capt. Galton.*) In what year was that?—I cannot say exactly, but it was after opening the line to Cork.

4672. (*Chairman.*) Have you ever considered whether it would be practicable for the Legislature to pass any measure that would be of great public advantage to Ireland by stimulating, in connexion with railways, the industry of the country?—Not without admitting a principle which the Legislature has never yet admitted.

4673. Will you explain your meaning?—I mean advancing money without getting any benefit from it.

4674. Do you think that nothing can be done unless the Government is prepared to risk a large sum of money?—I think nothing whatever can be done. The public certainly in Ireland, so far as I am able to judge, seem at the present moment to be quite cock-a-hoop in the expectation that something will be done to plunder the railway companies by the Government, and without the smallest compunction would take away the property of the railway companies, if they could.

4675. (*Mr. Glyn.*) You have had many years' experience now as chairman of the Great Southern and Western Railway, and I suppose that you would not be prepared to recommend to your proprietors any large reduction in the fares, because you think it would operate detrimentally for a certain time upon their dividends?—Certainly; that is my opinion.

4676. You consider that, as chairman of that company, your first duty is to look to their interests?—Certainly; our dividends are very small. The great object of the directors of the Great Southern and Western Company originally was to benefit the country, and we thought that we were incurring a great risk when we put our names down as subscribers to the line.

4677. Supposing that a considerable reduction was made, have you considered whether, in the course of four, or five, or six years, you would make good to your proprietors the deficiency in their dividends which would naturally follow?—I cannot imagine any number of years in which that could be done; certainly not in my lifetime.

4678. You think that low fares would not enable you to restore the dividends to their former amount?—I have no doubt upon that point whatever.

4679. (*Capt. Galton.*) Have you never tried the effect of low fares?—No; they have never had a fair trial; but I am quite satisfied that if this Commission should be pleased to hint at such a thing, and name any particular places where it should be tried, we would give it a fair trial.

4680. Are there any parts of your line which you think would be favourable for making the experiment?—I think the difficulty is this, that persons would begin to book themselves for short distances at a low fare, and then book themselves on again so as to save money.

4681. Is it not constantly the case on English railways, that between certain places a very low fare is charged, and it is made impossible for persons to book themselves by the same train so as to be able to go on from one place to another, by refusing to issue tickets after that train has arrived at a station?—The same rule prevails in Ireland. There is a cheap rate between Kilkenny and London, cheaper than from Carlow to London; that is in consequence of the opposition existing between the Great Western of England and the London and North-western. It does not affect our line, but I know that people in Carlow send to Kilkenny, or they write to Kilkenny for a ticket when they want to go to London.

4682. Does any practical loss or inconvenience result from that? Do not many more persons go because they can travel at a lower rate?—I can only speak from my own experience, and I know that I never travel unless I have business to attend to, and I have a free pass, and can go wherever I like. The railway fares bear a very small proportion to your expenses. Between any two large towns, for instance between London and Brighton, you will have a very great traffic by reducing the fares; but what is there in Ireland, between town and town, to induce any man to go from one town to another, unless it is business that he has to transact? There is nothing to be seen.

4683. (*Sir Rowland Hill.*) Are there any new lines in progress in the south of Ireland?—Yes.

4684. And more lines being projected?—Yes.

4685. How can you account for that? What are the inducements to construct new lines of railway, when the old ones, which probably enjoy the great bulk of the traffic, are so unprofitable?—I entertain a very strong feeling on that subject, but I should not like to give expression to it, lest I might give an unfavourable opinion as to the motives which induce parties to promote these lines, and which I would rather not do. We do not oppose them.

4686. (*Mr. Horsfall.*) Is there not a great passenger traffic to Killarney in the summer time?—Sometimes there is; but it is not what one would expect, considering that there is a large hotel there belonging to the railway company, and which was built in connexion with the Killarney line by the Great Southern and Western Company. It is under most admirable management, and I do not believe there is an hotel in the kingdom where there is greater comfort to be had, or at more moderate rates, and yet it does not pay the expenses necessary to keep it in order.

4687. (*Capt. Galton.*) Is it not very full for one or two months in the season, or tolerably full, and then empty for the remainder of the season?—I have been informed that within the last few weeks, although the weather has been fine, there were only seven persons staying in the hotel.

4688. (*Mr. Glyn.*) It is a very short season, is it not?—Yes. I may state that there are no means that could possibly be taken, consistently with what we conceive to be the interests of our proprietors, that we do not adopt for the safety and advantage of the public on the Great Southern and Western line; that is my conscientious conviction.

4689. (*Capt. Galton.*) What is the fare from Cork to Killarney for third-class passengers?—Before I answer that question, I wish to say that I have read some evidence which was given here on the subject of parcels of butter sent between Cork and Dublin. I have inquired as to the quantity of butter carried in that way, and I understand that it is $1\frac{1}{2}$ cwt. in a day, and then look at the rates that we charge for it. You can have 14 lbs. weight carried for 1s. 6d., including collection and delivery within two miles from the Post Office. Then if you send 28 lbs., you get that carried for 2s., and so on, according as the quantity increases in weight. We carry that by the passenger trains in order that fresh butter may be obtained in Dublin. The butter in Cork is made without salt. Then with regard to the rates charged for excursion trains, on the Cork and Limerick direct, we run Sunday excursion trains and a third class passenger can get to Limerick for 3s. from Cork.

4690. What is the distance?—57 miles. I am speaking now of Sunday excursion trains.

4691. Then from Cork to Killarney?—I think it is a single fare for a return ticket, a halfpenny a mile.

4692. From Dublin to Killarney is the fare the same?—The fares vary. We issue family tickets from Dublin to Killarney. The first-class return ticket is 2l. 10s., and the second-class return ticket 2l.

4693. What is the distance?—180 miles. Then there are family tickets issued, which come very cheap indeed; for instance if five passengers go, the charge is 7l. 10s.

4694. Do you carry many passengers through to Killarney from the London and North-western system?—There are a good many occasionally in the season, but they are not large at any time, only what you would call very small in number here.

4695. (*Chairman.*) The Commission are to understand, I think, that you take rather a desponding view of the prospects of Irish railways?—I do take a very desponding view.

4696. You think that no new sources of traffic are likely to be developed?—I should be sorry to think we shall always be as bad as we have been the last two or three years, but I see no likelihood of any great extension. We have had experience of the Killarney line, which has been under our management for several years; and I have come to this conclusion, that a branch line worked by a main line at a moderate rate, to receive 10l. a mile a week, would pay a dividend of 5 per cent., where the line had been constructed cheaply. That line was made for about 6,000l. a mile, and we do not find on the Great Southern and Western railway, where we put up goods stations to work the line as it ought to be done, that we can do it in the cheapest manner, giving proper accommodation, under 7,000l. a mile. I have been asked a question with regard to amalgamations. If an amalgamation took place with lines not paying any dividend, and that further loss ensued from reducing the fares, what is to be done as to the preference shares and bonds? At the present time some of them are paid, and some are not. There are many lines that do not pay the preference shares anything, although there are some where they do pay. If an experiment was tried, and it was unsuccessful, the result would be that those parties who get some dividend now would get none then.

4697. (*Mr. Glyn.*) Are there not some companies who do not pay to the Commissioners the amount necessary for the sinking fund?—Yes.

4698. (*Chairman.*) Are there any other points to which you wish the attention of the Commission to be directed?—Judge Longfield made a mistake in saying that there was no line between Wexford and Waterford. There is a line for which parliamentary sanction has been obtained, but which is not yet constructed. The Wicklow and Wexford line is a coast line. The whole of the southern district of country

named by Judge Longfield can be taken up without interfering with the other districts of Ireland.

4699. The south-eastern part of Ireland?—Yes.

4700. Would there not be competition between Wexford and Dublin if a line were made between Waterford and Wexford?—I doubt that, for this reason, that the line goes to the wrong side of the river at Waterford. The traffic could not get across there. There is a wide estuary of the river at Waterford, where the line is proposed to be brought to. I do not think it would answer at all for goods traffic.

4701. Is it not intended that the line from Wexford to Waterford should communicate with the already existing line at Waterford?—That is not possible. As far as I understand the nature of that line at present I do not think it is possible to unite.

4702. (*Capt. Galton.*) I gather from your evidence that you do think it desirable that the railways in the south of Ireland should be connected together?—Beyond all question.

4703. You think that could be better done without government interference?—I do not think it could.

4704. (*Sir R. Hill.*) Do you think any material saving in working expenses would be effected by amalgamation?—I have no practical experience of that myself, therefore it would be very difficult for me to give more than an opinion upon that. Working expenses always increase in proportion to an increase of traffic.

4705. Supposing the traffic to remain the same, would the amalgamated lines be worked more cheaply than they now are?—I doubt that very much.

4706. Then what would be the advantage of an amalgamation?—Through booking to the public.

4707. Greater convenience to the public?—Yes.

4708. (*Mr. Glyn.*) You would get rid of a certain number of boards of directors and secretaries, and so there would be a saving in the fixed expenses?—I think you would have to pay officers quite as much as the public boards are paid. Upon those small lines they are paid very little indeed.

4709. (*Sir R. Hill.*) Would not a great reduction in the number of officers effect some diminution in the expenses?—The only officers who could be reduced in number I think would be the secretaries.

4710. Would you reduce the number of directors?—The directors, as I said before, are paid very little indeed.

4711. Would you not have concentrated management for your locomotive superintendence?—You would no doubt, but if you have a concentrated management you must appoint a man of very great ability indeed, and you must pay him in proportion.

4712. Where are your places of repair for engines and carriages?—Within two miles of our terminus in Dublin.

4713. Then you have a place of repair for engines in Dublin?—Yes; and we have a small one in Cork. We make and repair the whole of our engines and carriages.

4714. (*Chairman.*) Do you repair the engines and carriages of any other companies besides your own?—Never; we always refuse to do so.

4715. (*Sir R. Hill.*) But if the lines were united, would it not be possible to manage an increase of traffic without an increase in the rolling stock?—Within certain limits the passenger traffic might, but I think not the goods.

4716. Do you see no mode of escaping from the present difficulties?—If you will tell me what the difficulties are I will answer the question.

4717. The state of bankruptcy in which many of the lines are, as I understand?—I think they are irretrievably ruined as far as regards the public advantage. We must bear in mind that all these lines are only of comparatively recent construction. In the course of 10 or 15 years, and some of them in half that time, the rails and sleepers will be all gone, they are so badly constructed. I do not see how they are to keep them in repair. Of course that is only my own individual opinion.

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4718. (*Mr. Glyn.*) Then you think, in fact, that with regard to many lines the original capital is positively sunk and lost?—There is not a single line in the south of Ireland, which runs into that of the southern company, with the exception of the Cork and Limerick direct, which has not at the present moment the whole of its original capital gone. The Waterford and Limerick Company have paid only a nominal dividend, namely, half per cent. per annum.

4719. That capital is irretrievably gone according to your view?—Unless the traffic of the country increases.

4720. Your theory is that it is not possible to increase it?—I do not see that there is any prospect of it in any reasonable time.

4721. (*Chairman.*) Is there any other point that you wish to call attention to?—There is one other point. Mr. Glyn asked this question, at No. 2930, "If you deal largely in the coal trade must you not 'carry the railway down to the water-side?'" The answer is, "I think that to have a large coal trade 'there should be such a connexion in Dublin, for 2s. 'a ton is a great impediment.'" Judge Longfield was wrong in that. In the first place, the railway connecting the Great Southern and Western, with the shipping, must get toll upon coals, and the least I have ever heard of is 6d. per ton.

4722. (*Sir R. Hill.*) What would be the saving then?—At the very outside the saving would be 1s. per ton. I may mention the fact with reference to this saving, assuming that coals were carried at half the present rate, the total rate would only be over the whole railway 1s. 10d. per ton. The rise in the price of coals alone last year was 3s. per ton at the pit's mouth. We are paying 3s. a ton more for coal now than we were two years ago.

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4734. (*Chairman.*) Do you concur in the views which Mr. Haughton has expressed with regard to the Great Southern and Western Railway?—As to matters of fact of course I do, but as to matters of opinion I do not altogether concur with him.

4735. Will you be good enough to state the principal points in which you differ from him in opinion?—I do not quite take his gloomy view of the prospect of traffic increasing in Ireland. At the same time I am quite sure that it is not capable of anything like indefinite development. It is not at all capable of the development which the traffic is in this country.

4736. Where do you think would most likely be the principal source of improvement?—I think that the traffic in cattle and in third-class passengers will be increased somewhat by a reduction of rates, but, at the same time, I quite concur with Mr. Haughton in this, that the railway companies would, at all events, in the first instance, lose by the reduction. Of course it is our business to examine all kinds of traffic from time to time, and if we can see our way to making a reduction which will bring us more traffic and bring us more money, it is our duty to do it, and we do it very carefully. There may be some cases, but we are not at present aware of any case in which we could make a reduction without a loss.

4737. (*Sir R. Hill.*) You mean a temporary loss?—Yes.

4738. (*Mr. Glyn.*) You would not be prepared to advise such a course?—I would not.

4739. (*Chairman.*) Do you think there is no capability of a large coal traffic being developed in Ireland?—I think the coal traffic will naturally increase by slow degrees, but I cannot imagine that there is a case for any very rapid increase of the coal traffic. I do not think it is likely to increase rapidly for domestic purposes. I have no doubt that it will increase gradually as manufactures increase, and as the bogs are cut out persons will be more disposed to use coal instead of turf. I have not the slightest doubt that the traffic will gradually increase. I do not expect that there will be any large

Therefore, the whole of that saving is more than annihilated at once by the rise in the price of coal.

4723. You are referring to coals brought by sea?—Yes. The rise is in England, not in the transhipment.

4724. (*Mr. Gower.*) Do all your directors agree with you in the opinion that no lowering of rates could be made without ultimate loss?—I cannot answer that question further than this, that I am sure the majority of them do.

4725. Has there been no opinion expressed upon the subject?—None.

4726. Has there been any expression of opinion among the shareholders?—Our shareholders are always unanimous; we never have any trouble with them at all.

4727. Are the majority of the shareholders Irish?—Originally the majority were English, but now the preponderance is greatly on the side of Ireland, and it increases steadily every year. The stock is coming over every year from England to Ireland.

4728. Are your railway meetings in Dublin?—In Dublin always.

4729. (*Capt. Galton.*) Have you much fish traffic at present?—A very considerable fish traffic.

4730. At what price do you carry it to Dublin?—We give very great facilities for the fish traffic; we carry it in our goods vans, attached to the passenger trains.

4731. (*Chairman.*) Is that an increasing traffic?—I do not think there is much increase in it. It is carried up in boxes packed in ice.

4732. (*Capt. Galton.*) Does it go to Dublin chiefly or to England?—Principally to England.

4733. You give through rates to England per cwt.?—Yes.

or rapid increase of it. I do not believe in the idea that large manufactures will be established in the interior of Ireland; there may be one or two, but I do not think that such things are likely to occur to any extent.

4740. (*Mr. Horsfall.*) You do not think there will be any increased consumption if there is a reduction of 50 per cent. in the rates?—I have no doubt that a reduction of rates will increase the consumption, but, at the same time, if you will take the trouble of calculating what difference in price that will make at a mill, say, 100 miles from Dublin, you will find that a reduction from three farthings to one halfpenny per ton will only make a difference of 2s. per ton in an article which costs perhaps about 17. per ton. I do not conceive that that would very rapidly or materially increase the consumption.

4741. (*Chairman.*) Do you think there is room for a considerable increase in the cattle traffic?—I think there is room for some increase, but I would not say a considerable increase.

4742. Do you think that the reduction of rates will have any material effect on the cattle traffic, or do you look for a gradually increasing traffic even at the present rates?—I think there will be a gradual increase without a reduction. I think with a reduction there will be perhaps a somewhat greater increase. At the same time I wish to explain that the cattle traffic is carried on under conditions that render it expensive to work; and in my opinion we could not make the reduction which has been suggested without losing all profit by that traffic. I believe that if we carried our cattle at 3d. per truck per mile under the conditions upon which we are obliged to carry it, that we should not make a farthing profit by it.

4743. (*Capt. Galton.*) What are those conditions?—The conditions are these: With respect to fat cattle they come to the Dublin market once a week; we work the trains up to the market, sending three or four trains over different portions of our system; those trains have to travel about 100 miles each; they come into Dublin probably with an average load

of about 30 waggons, but sometimes they may have 40 or 50 waggons, and sometimes they have only 10 or 20. The consequence is that we must be prepared with our rolling stock, that is, with our waggons and engines, for a maximum load. We must have our trucks at the different stations provided for a maximum load, and we must have locomotive power provided also for a maximum load, because, in the case of cattle, if we happen to be late for the market, or if we make a slight mistake in any way, there is an action immediately brought against us, there being no class of people so litigious as these cattle dealers and drovers. Then, again, the cattle train starts, say from the Limerick junction, which is 107 miles from Dublin, with six waggons, and will collect its load at different stations, and will not have its full load until it approaches within 20 or 30 miles of Dublin. The result is, that if you charge the full expense of this train running 100 miles, and if you charge also double, because it has to work all those trucks back empty (it is an entirely one-sided trade), you will find that it is traffic worked under very disadvantageous conditions. These trains do not carry their average load of 30 waggons for probably more than about two-thirds of the whole distance. I have entered into a calculation of it, assuming the cost of the train would be 2s. 6d. per train mile, and assuming the same for empty trains going back, and also the conditions I have mentioned at 3d. per truck per mile, it would not leave one farthing profit.

4744. (*Sir R. Hill.*) I think you spoke of three or four trains a day, did you not?—Three or four trains a week.

4745. Did those three or four trains run in the same day, or at different days of the week?—The same day; one would start from Kilkenny and come up to Dublin; and another would start from Limerick Junction and come up to Dublin. Another would start from Nenagh and come up to Dublin, and a fourth would start from Clara.

4746. I understood you to say that these trains picked up their traffic as they approached Dublin?—Quite so.

4747. Is it necessary then to start with a full train from the extreme point; I mean to say a train composed of a full number of carriages?—No; you have to start your engine, but not your waggons. The waggons have to be collected at the different stations provided for them.

4748. Then you do not reckon the mileage of the waggons for the whole distance?—Not the whole distance.

4749. Only the engines?—Yes. Then again there is another class of traffic, which is the store cattle traffic from fairs. It is worked under conditions almost as disadvantageous. We never can anticipate with any degree of accuracy what the extent of that traffic may be. I asked our manager to give me an illustration of it, and he said that there were 150 waggons of cattle sent from the large fair of Kilkenny in 1853. That was the quantity usually provided for. The following year he had only 80 waggons. He had to work all the waggons there to be prepared for the larger quantity. He had to work them away empty. That occurred very frequently. It is considered a reproach not to have rolling stock to meet any demand that may be made upon us. The consequence is that we always endeavour to be prepared for the maximum traffic, which of course very much exceeds the average traffic.

4750. (*Chairman.*) Is the cattle traffic attended with circumstances which make it impossible for you to depend upon carrying the amount of traffic which is usually carried; is it more fluctuating in its amount than any other description of traffic?—It, in that respect, a good deal resembles the passenger traffic. It is worked under entirely different conditions to what the mineral traffic would be.

4751. Is there much fluctuation in the number of passengers from week to week or from day to day?—Considerable.

4752. (*Mr. Horsfall.*) Must you necessarily run these cattle trains all on the same day?—The markets take place in Dublin on certain days. The fat cattle generally come to Dublin market; even though a portion of them may be afterwards shipped.

4753. Can you not bring up the cattle for export on another day, so that the same extent of waggons would not be required?—We must bring them up on the day that they are presented to us, and it so happens that fat cattle generally come up once a week.

4754. (*Mr. Glyn.*) I suppose every now and then you have some compensation to pay?—Very often.

4755. So that there is no profit by the transaction? If only a slight mistake takes place they take advantages of it.

4756. (*Sir R. Hill.*) It is the varying amount of the traffic that seems to create the difficulty?—The varying amount of the traffic and the fact that we have not full loads for the whole distance.

4757. Are the circumstances of Ireland peculiar in that respect?—I do not know that they are, but the average distance for which we carry cattle in Ireland is about 50 miles. The cattle trade from Scotland to London would be carried in a train for a considerable distance, and hence they can afford to carry them at a considerably less rate. In the same way the cattle we send over from Ireland to London would come in trains going from Holyhead to some places like Huntingdon, so that they would have a long mileage, and of course they can afford to carry them profitably at a lower rate per truck. We book through store cattle on the Dublin and Drogheda with the North-western from Kells to Huntingdon. I believe the whole rate per mile on that long carriage, which is about 360 miles, is something like 1½d. per truck per mile.

4758. For the length run?—Yes.

4759. Your trucks hold a larger number of cattle than the trucks upon the small gauge?—Our trucks hold from seven to eight fat beasts, and 12 or 13 store cattle.

4760. (*Chairman.*) Is there any other source of traffic that you have considered as at all likely might be developed in Ireland?—It is exceedingly difficult to predict beforehand what would be the effect of lowering the rates. I think that lowering the rates would be very likely to give rise to some traffic which one cannot foresee or anticipate. I am not prepared to point out any special kind of traffic. I think the grain traffic would probably be increased by lowering the rates.

4761. Do you think the cultivation of flax and the manufacture of linen might be encouraged by the railway companies arranging to carry it at lower fares?—I do not think that the cultivation of flax is likely to be materially affected by it. Flax can scarcely be carried by railway in the straw, the bulk is so great in proportion to its value that it is never attempted even in the north of Ireland to carry flax in the straw. Upon the other hand, when the flax is dressed it becomes so valuable in proportion to its weight that a small reduction in the price per ton per mile is infinitesimal as regards the value of the flax.

4762. I believe you are chairman of a railway company in the north of Ireland?—I have been for nearly 17 years the chairman of the Dublin and Drogheda Railway Company.

4763. Are you connected with any railway in the north of Ireland besides the Dublin and Drogheda?—I was for some years a director of the Irish North-western. The Dublin and Drogheda had invested some money in that line to enable them to complete it, and in consequence of that I was for many years a director of that line.

4764. Where does that extend to?—That extends from Dundalk to Londonderry.

4765. Have you kept up your acquaintance with the lines in that part of the country?—I am tolerably acquainted with them, but not so well as I am with the Dublin and Drogheda and the Great Southern and Western.

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4766. Does your experience as a director of the Dublin and Drogheda line differ in any respect from your experience as a director of the Great Southern and Western?—In some respects. We have a much denser population on a portion of the Dublin and Drogheda line than there is on the Great Southern and Western, and we have more third-class traffic in proportion. We have found it to be our interest to give third-class return tickets on that line almost ever since I have been a director of the line.

4767. Is the third-class traffic chiefly between Dublin and Drogheda, or from intermediate stations?—The third-class traffic is chiefly for short distances to the markets. We find that the proportion of return tickets to single tickets, for short distances of about 10 miles or under, is as three to one; that is to say, there are three journeys performed on return tickets to one journey performed on single tickets. So that the bulk of our short traffic has the advantage of travelling for three farthings per mile. The remainder of the third-class traffic is divided in a different proportion, that is to say, that we have about as many travelling by return tickets as by single tickets, showing that the return tickets are much more availed of for short distances.

4768. Have you some important towns between Dublin and Drogheda?—No, Drogheda is the town for one district, and Dublin for the other. Our line extends to Oldcastle, in the county of Meath, and passes through one of the richest grazing districts in Ireland.

4769. (*Mr. Glyn.*) What is the mileage of the line?—75 miles.

4770. You book through with the northern lines, do you not?—We do.

4771. At the same scale of fares?—At the same scale of fares. The Belfast Junction Company gives return tickets to third-class passengers, but the Ulster Company does not.

4772. (*Chairman.*) Your line forms part of a communication between Dublin and Belfast?—Yes.

4773. Are there any complaints in Belfast that the communications are at a great disadvantage from being in the hands of three different companies?—Yes.

4774. Do you think those complaints are well founded?—I do not think there is much reason to complain.

4775. Is there any discord between the three companies?—None whatever.

4776. Are delays occasioned by their being in the hands of different boards?—I will describe precisely the state of the accommodation at present. We have four trains a day passing through from Dublin to Belfast. There has been one added lately. Four trains pass in each direction. Two of those trains make the journey in four hours in each direction; that is going at a speed, including stoppages, of 28½ miles, and excluding stoppages, 38 miles an hour.

4777. Is there a large amount of traffic between the two towns?—There is a considerable traffic.

4778. (*Mr. Glyn.*) Do the same carriages and the same rolling stock run through?—The same carriages go through.

4779. Do the same waggons go through?—The same waggons do, but the same engines do not.

4780. (*Mr. Horsfall.*) What class of passengers are there chiefly?—We always find that for long traffic they are chiefly first and second class; the third-class always bears a small proportion in the long traffic.

4781. What are the fares?—The first-class fare is 1*l.*; the second-class fare is 1*s.*; the third-class fare is 9*s.* 4*d.*

4782. (*Sir R. Hill.*) What is the distance?—113 miles.

4783. (*Chairman.*) Is the district between Drogheda and Oldcastle a richer district than any part of the line traversed by the Great Southern and Western?—I think there are portions of the district traversed by the Great Southern and Western in the

county of Kildare, and in the county of Limerick, which are equally rich; but it is a great deal richer than the average of the country which is passed through by the Great Southern and Western.

4784. Is there a more important cattle traffic on the Dublin and Drogheda line than upon the Great Southern and Western?—We do not carry nearly so much in proportion to our receipts. I think the cattle traffic on the Great Southern and Western is about one-fifteenth of the receipts, and that of the Dublin and Drogheda Railway about one twenty-fifth.

4785. I understood you to state that one advantage of your line was that it passed through such a rich district between Drogheda and Oldcastle?—Yes; but it is not by any means the most productive to us in the way of traffic. The traffic on the main line, which is a double line between Dublin and Drogheda, is very much larger per mile than the traffic of the other district. The other passes through a very rich grazing district, but by no means very productive of traffic to the railway.

4786. (*Mr. Horsfall.*) What dividend does the Dublin and Drogheda line pay?—It at present pays four per cent. We did pay five per cent., but a competing line was obtained between Dublin and Navan which took one per cent. from our dividend.

4787. (*Chairman.*) Is there still an active competition between the two lines?—We did actively compete for a short time, and we then agreed to charge the same rates. We are now charging precisely the same rates as we did when the line opened in 1862.

4788. (*Capt. Galton.*) You have never been able to replace the traffic?—No; there is very little intermediate traffic upon the Dublin and Meath line. Most of the traffic they have got they have abstracted from us. They have paid no dividend to any class of their shareholders.

4789. (*Chairman.*) Is there any increase of traffic now upon your line?—Our traffic increased up to 1861, but from 1861 it decreased considerably. It decreased in 1862 and 1863. It now seems to be slightly recovering, but very slightly indeed.

4790. Do you attribute that to the two bad harvests in those years?—Yes, the railway traffic in the whole of Ireland decreased from 1860 or 1861.

4791. Was the whole of Ireland affected by the bad harvests?—Yes, a great deal of the north was just as much affected as the south.

4792. (*Mr. Glyn.*) Did you find the diminution in your traffic principally in passengers or goods, or both?—The first effect of the bad harvests was to diminish our passenger traffic and slightly increase our goods traffic by reason of the demand for foreign corn and food in the country; but since that time the goods traffic has fallen off, and the passenger traffic has recovered a little.

4793. (*Chairman.*) Was the result of a bad harvest to stimulate to a certain extent the cattle traffic for a short time?—I think so.

4794. Farmers were obliged to sell everything they could possibly dispose of?—Precisely.

4795. Are there any manufactories in any town on your line?—Drogheda is to a certain extent a manufacturing place, and at Balbriggan there is some manufacture of linen and stockings.

4796. Is there a considerably larger traffic in the district so far as it is a manufacturing one, beyond what usually takes place in a purely agricultural district?—Certainly.

4797. Do you think that the manufactories such as they are at Balbriggan, add considerably to the traffic?—They add something to the traffic, certainly.

4798. Have you any coal traffic between Dublin and Drogheda?—Between Dublin and Drogheda we have not, but between Drogheda and Kells, and Oldcastle we have. We have done what we could to stimulate it. The railway company were obliged to carry it on themselves, because they could not get it properly done.

4799. Has the consumption of coal increased materially since the railway was completed?—It has to a

considerable extent ; but there are bogs not far from those towns, and the consumption is not likely to increase to any great extent.

4800. Has it in your opinion reached very nearly the consumption which you could expect ultimately to take place?—I do not say so. I expect that the coal traffic will for a great many years to come be a gradually increasing traffic in Ireland.

4801. Do you find that coals are consumed beyond the upper and well to do classes in Ireland?—Except in towns, I think not much.

4802. They are consumed by the shopkeepers in the towns?—Certainly.

4803. And by the tenant farmers?—Not by small farmers.

4804. Do they not in general use coal, then, in their houses?—In the country near the east coast I think they do ; but it will depend entirely on the distance which their houses happen to be from the bog on the one side, and the railway station on the other.

4805. Where they are near the railway station do you find that they prefer coals?—I think they are beginning to do so.

4806. Is Drogheda a port where coals can be brought to?—Yes ; Drogheda has a very good fleet of steamers, and a considerable fleet of small sailing vessels trading to it. There are five or six steamers which go from Drogheda to Liverpool weekly.

4807. Does your railway communicate with the water at Drogheda?—No, but it comes very near the water there and also at Dublin ; we are within a few hundred yards of the water at Dublin.

4808. (*Mr. Hamilton.*) What is your mileage charge on coal?—Our mileage charge is something like three farthings per ton, charging sixpence for the terminals ; but in specifying the rate to the public we do not distinguish terminals. Our rate, Drogheda to Navan, is 2s. per ton for 17 miles.

4809. Including the terminal that would be about three halfpence per mile?—Yes. Most companies have a minimum charge of 2s. or 2s. 6d.

4810. Do you know what coals are sold at in Drogheda itself?—We get coals at present at about 12s. 6d. per ton. It is an inferior kind of coal, and for the same kind of coal in Dublin the price is about the same. For our railway purposes we find it our interest to use the best coal ; and we are now making large contracts for Welsh coal, for which we pay 16s. 4d. per ton at the quay.

4811. In Drogheda?—In Dublin or Drogheda.

4812. (*Sir R. Hill.*) Is that anthracite coal?—No.

4813. Coal from South Wales?—Yes ; shipped at Cardiff.

4814. (*Chairman.*) Have you a larger traffic on the lines more immediately in the neighbourhood of Belfast?—Yes.

4815. There is a district round Belfast which may be called decidedly a manufacturing district?—Quite so.

4816. Is the traffic in that part of the country very much larger than the agricultural districts?—Very much larger.

4817. Amongst all classes of the community?—Amongst all classes. There used to be and there is still a great deal of industry connected with the weaving of linen, which led to the subdivision of farms, and a great deal of activity amongst the population.

4818. That class of the population move about?—That class of the population move about a great deal.

4819. There is a great deal of goods traffic arising from that circumstance?—A great deal ; and upon the Ulster railway, as far as Portadown, there is a very good traffic indeed.

4820. Are those railways generally in a more prosperous condition than the railways in the south of Ireland?—Not much more so than the two I have been speaking of, the Great Southern and Western, and the Dublin and Drogheda ; they are not more so at all.

4821. Are most of the lines which tend towards Belfast and the manufacturing districts dividend-paying lines?—The Ulster railway pays $4\frac{1}{2}$ per cent., the Northern Counties, I think, 4 per cent., and the County Down line, which is a small line running through the County Down, does not pay any dividend to its ordinary shareholders.

4822. Were most of them contractors' lines, or were they made by shareholders?—They were made by shareholders ; they were made with ready money. I think the line that goes into the County Down gets out of a manufacturing district, to a certain extent, and goes into an agricultural district ; it has no through traffic upon it ; its traffic is limited.

4823. Was the country favourable for the construction of a railway?—Ireland is generally favourable for the construction of railways.

4824. I am alluding to the neighbourhood of Belfast?—I can scarcely say so favourable as in the neighbourhood of Dublin.

4825. But they are not very expensive lines?—No.

4826. (*Sir R. Hill.*) You say the traffic is larger in the north than in the south?—The traffic within a certain radius of Belfast is large, but that is not at all the case elsewhere. The Irish North-western line, of which I was, as I stated, for some years a director, pays no dividend, either to the original shareholders or the preference shareholders.

4827. (*Mr. Horsfall.*) Does it pay its expenses?—Yes, and also the interest on its bonds.

4828. (*Chairman.*) Is that the line from Londonderry to Dundalk?—Yes, with one or two branches.

4829. (*Mr. Hamilton.*) Is the traffic at all increasing upon it?—The traffic fell off considerably in 1862 and 1863. It is, perhaps, slightly mending now, but very little.

4830. Do you see any prospect of amendment?—I do not think the amendment is likely to be very great, or very rapid ; I think it will probably mend a little as the country improves. I am a little more sanguine than the gentleman who preceded me. I hope the country will improve.

4831. Londonderry is a very improving town, is it not?—Yes, it is a very good town.

4832. Its trade is chiefly by sea?—The line of railway as between Londonderry and Omagh pays pretty well, but when it goes beyond Omagh, towards Enniskillen, there is very little traffic ; then again from Enniskillen to Dundalk it passes through a district which is comparatively poor, and therefore a country which affords little railway traffic.

4833. (*Mr. Glyn.*) Has that line of railway been costly?—No, it is not a contractor's line.

4834. (*Sir R. Hill.*) Has it been made with economy?—Yes, it has been made with reasonable economy. There is a portion of the Londonderry and Enniskillen line which may be called a contractor's line.

4835. Do the traffic and the trade of that district increase?—The trade of Belfast has increased wonderfully, but I do not know that the traffic on the railway has increased in proportion.

4836. Has it increased absolutely?—Yes.

4837. Is it generally the case in the northern districts that, where the trade is agricultural, the traffic increases?—As I have mentioned, in the year 1862 there was a falling off on all the railways in the north.

4838. But still it is increasing?—Probably it has been increasing a little of late.

4839. There was a fall in 1862, but dating from 1862, or after the fall, I think you say that the traffic has increased?—The increase since is very slight, but yet I think it has increased.

4840. There has been some increase?—Yes.

4841. Concurrently with that increase of traffic, has there not been a very rapid emigration?—There has been.

4842. The population, therefore, I presume, has decreased?—The population of Ireland has very much decreased.

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4823. Then virtually there is a large increase of traffic, is there not ; that is to say, if we compare the present traffic with the present population, there must be a much larger traffic than there was a few years back ?—If you compare the traffic with the population, perhaps, as a matter of proportion, that would be so.

4844. Compared with the population, the traffic has increased with some degree of rapidity, has it not ?—I do not think the population has much to do with the matter. So far as the emigration is concerned, I may just mention that their going out of the country of itself affords some traffic. I think that probably some of those persons afford more traffic when they are leaving the country than when they are remaining in it.

4845. Then you think the traffic of the railways has not suffered much by emigration ?—I do not think it has. I do not think Ireland suffers much by emigration. Of course that is only my opinion.

4846. They are still constructing new lines in the north ?—They are constructing new lines in several instances.

4847. Although the lines already constructed are unprofitable ?—Although the lines already constructed are unprofitable to a great extent, they are still endeavouring to make new lines, but I must say they are almost all in great trouble at present ; the new lines are in difficulties generally.

4848. Can you account for the extension of unprofitable lines ?—I do not know whether I should not follow the prudent example set me by Mr. Haughton, and say nothing about them.

4849. You think it is to be accounted for, but you would rather not state the reasons ?—I think it is a matter of speculation. I think some of the people who took the bonds and securities under the impression that they could be sold, find now that they cannot sell them, and consequently they have come to a dead lock.

4850. But still other lines are being projected ?—Several have been projected.

4851. (*Mr. Glyn.*) You say the trade of Belfast has been increasing very considerably ?—Yes.

1852. But there has been no corresponding increase in the traffic upon the railways from Belfast ?—I think there has been some increase, but I do not think it is at all in proportion to the increase of the trade of Belfast. The trade of Belfast is very much a manufacturing trade. They import coals and other things by sea, and the manufactured goods for the most part go away by sea.

4853. Do not the manufactures come into Belfast very much from the surrounding districts ?—The linen trade has undergone a very great change within the last few years. I know something of it, because I am a native of the north of Ireland. They are now beginning to weave linen to a great extent by steam-power looms. Formerly linen was woven entirely by hand, and then the manufactures were diffused over five or six counties in Ulster. The hand-loom weavers are now vigorously competed with by these steam-power looms, and I fear that the first time there is a little dulness in the trade the hand-loom weavers will be squeezed out altogether.

4854. (*Capt. Galton.*) The power-loom mills are all in or near Belfast ?—Yes.

4855. Has the use of steam given great extension to the trade itself ?—Yes ; the quantity of linen manufactured now is very much greater than it was a few years ago.

4856. Do you carry large quantities of flax ?—Yes.

4857. Is that grown in Ireland ?—It is grown very much in the province of Ulster. There has been a very rapid increase in the growth of flax. The average growth was about 90,000 acres, but it came up last year to 300,000 acres. The flax hitherto has been almost entirely grown in the province of Ulster. I rather think that the high prices stimulated it a little too

much last year, and that we shall probably have a falling off.

4858. Are there other parts of Ireland equally well calculated for the growth of flax ?—As far as the soil and climate are concerned I dare say there are.

4859. Is there any particular reason why it is grown in Ulster ? Is it because it is near Belfast ?—I think it is an industry which requires considerable skill and practice, and the inhabitants of Ulster are familiar with it, whereas the inhabitants of other parts of Ireland are not.

4860. It requires knowledge ?—It requires considerable knowledge and skill.

4861. (*Chairman.*) In other parts of Ireland they find great difficulty, do they not, in disposing of the flax after they have grown it, because they do not know how to prepare it for the market ?—That is so. They can never do any good with it unless they have scutch mills. I believe the landed proprietors in the south of Ireland have been providing these scutch mills lately. It has not made much progress in the south.

4862. Is there much traffic that flows between the north and the south ?—But very little indeed.

4863. (*Mr. Glyn.*) Can you make a through rate from Cork to Belfast ?—Yes ; but we have to cart it through Dublin.

4864. But you would make a through rate ?—Yes, if we were asked for it. We should certainly do so.

4865. (*Capt. Galton.*) But that requires to be asked for ?—Yes. The impression on my mind is, that we have made through rates upon several occasions, but I am quite certain that we should make through rates if we were asked to do so.

4866. To any town in the south of Ireland, such as Limerick or Waterford ?—I have no doubt that the Great Southern and Western railway would make a through rate to any town between Dublin and Belfast if it were demanded.

4867. (*Mr. Hamilton.*) Would the granting of that through rate depend upon a special application ?—All our rates depend upon that.

4868. I understand that you publish certain rates, which the public are at liberty to avail themselves of ?—Quite so.

4869. Are the through rates published rates ?—No.

4870. (*Mr. Glyn.*) In England it is not always the case that through rates are published, because you have very often to go to the manager and inquire what the through rate is from a certain place to a certain place ?—Quite so.

4871. Is it the case in Ireland as in England that you have to make inquiry previously to having a through rate granted ?—Certainly ; if we would make a through rate the goods would have to be carted from one terminus to another terminus, which we have arrangements for doing. The goods are booked through. I am quite certain that those through rates have been made.

4872. There is no difficulty in any relations between the different companies, which would make it impossible to do it ?—None whatever.

4873. You all book through together ?—Yes ; all our managers meet most harmoniously in the clearing house, Dublin, and discuss the matter together.

4874. (*Capt. Galton.*) Is there any inconvenience in the railways in the northern part of Ireland being independent of each other ?—I have no doubt myself that the lines will be worked with more comfort to the public, and greater profit to the railway companies if three or four of the lines in the north of Ireland were amalgamated.

4875. Do you think that it would be an advantageous thing that they should be amalgamated ?—I do.

4876. Is there any difficulty in their amalgamating of their own accord ?—So far as the Irish North-western Company is concerned, from its financial position there is very considerable difficulty in their

amalgamation, but so far as the three lines are concerned, namely, the Drogheda company, the Belfast Junction, and the Ulster, I have tried to bring about an amalgamation between them, but I find that our northern friends did not care for it. They seemed to think that their connexion was not so much with Dublin as it was inland, and they declined.

4877. In fact there was no unanimous wish among the companies to amalgamate?—There was no unanimous wish amongst those three companies to amalgamate. I may state that in this year there was a move made by the Belfast Junction Company to amalgamate with the Dublin and Drogheda, but we could not agree upon terms. That was to amalgamate the company which goes between Portadown and Drogheda with the company between Drogheda and Dublin. On the part of the Dublin and Drogheda Company we were willing to amalgamate, but we did not see that any important advantage would be derived from amalgamating with that one line by itself.

4878. That would not have taken you into Belfast?—No.

4879. You had access to Enniskillen and Londonderry without it?—Quite so.

4880. If an amalgamation were to be really useful it ought to embrace the Coleraine as well as the Belfast line?—The Coleraine line is separated from the Ulster by Belfast, and is part of the northern counties system, and is to a certain extent independent. I do not know that it would be a necessary part of an amalgamated company, but I think the other four lines ought to be amalgamated, if we consult the convenience of the companies and the public.

4881. Is the line from Belfast to Downpatrick an independent line?—That is the County Down line.

4882. And the Ulster line goes from Belfast to Armagh?—The Ulster goes from Belfast to Portadown; and then one branch extends to Omagh, and the other branch extends to Clones, where it meets the Irish North-western.

4883. Through Monaghan to Clones?—Yes.

4884. In fact there are eight companies between Armagh, Londonderry, and Belfast?—I dare say you are right.

4885. (*Chairman.*) The Newry and Armagh is an independent line?—Yes.

4886. Is it not a line without any communication with the others?—I believe there are no arrangements for through booking.

4887. Are you on friendly terms with the Newry and Armagh?—The Dublin and Drogheda is, but I do not know whether the Ulster Company is or not.

4888. (*Capt. Galton.*) The Dublin and Drogheda does not touch it?—No.

4889. (*Mr. Hamilton.*) Has there been any expression on the part of the public in favour of any amalgamation of these lines?—I dare say individuals in speaking or writing have said so, but we have had no public meeting. A solicitor brought in a bill without asking the consent of either company last year to amalgamate forcibly the Dublin and Drogheda and the Belfast Junction Companies, and he called a meeting at which I believe very few persons attended. The matter was brought before our shareholders at the half-yearly meeting, and I think out of 600,000*l.* stock, which was represented at that meeting, there was only 3,000*l.* which was in favour of his proposition, so that it was almost unanimously rejected.

4890. That may have been rather more from the manner in which it was brought forward than upon the merits of the question?—Quite so. There is no objection to amalgamate if they can agree upon fair terms as between those two companies.

4891. As to that line which you stated just now does not pay any dividend upon any portion of its capital, is the working of that line well and sufficient?—I should be very sorry to say that it was

not, but at the same time I have no hesitation in giving this general opinion, that any line that is paying little or no dividend will not be worked as well as a line that is paying a dividend. I think the natural tendency is to postpone every expenditure that can be postponed.

4892. Do you think the wants of the public are as well supplied?—Certainly not.

4893. (*Mr. Gower.*) Do you consider that any proposal of an ultimate advantage would reconcile the shareholders of your company to a temporary loss of dividend?—I think not, unless they could be quite sure that it was going to be very temporary, and it was a very small one, but they would require to be well assured of that.

4894. If you were convinced that the loss would only be small and the ultimate advantage pretty certain, you would recommend it?—If the loss were sure to be counterbalanced by an ultimate gain, of course I should not hesitate to recommend it.

4895. (*Mr. Glyn.*) You would be obliged to show them some future gain?—I think so; I would not bring it forward unless I was satisfied myself that there would be some gain.

4896. (*Mr. Gower.*) With regard to return tickets, have you any reason to believe that there has been any fraud in connexion with them on your line?—I think there might be occasionally cases of fraud, but so seldom as not to be any objection to the granting of return tickets.

4897. You think that the occasional advantage which might be taken of it in the ticket being made use of by a different person than the person to whom it was issued, does not amount to an objection?—I do not care who uses it.

4898. (*Chairman.*) Is it your opinion that a reduction of the fares and charges would in a few years be attended by a great increase of traffic such as would ultimately leave the companies without loss?—I think if an extensive universal reduction, such as has been talked of, were made, that the companies would probably never be able to recoup themselves, and besides there would be a very large increase of working expenses in many departments which would be very heavy indeed; but I think that a judicious reduction might be made by which they might probably recover themselves in the course of a few years.

4899. (*Mr. Glyn.*) A judicious reduction on what class of traffic?—I should say on the third-class traffic, and perhaps also on other classes as well, perhaps on all classes of passenger traffic, but particularly on the third class. I have a strong feeling that the third class has not had the same advantage from railways that the first and second classes have had. The third-class passengers travel now at about the same cost per mile, namely, a penny per mile, as they did in cars before the introduction of railways.

4900. (*Mr. Horsfall.*) Do you entertain the same opinion with regard to a reduction of charges for goods?—I have no doubt if it were carefully and judiciously done, that is, not done at haphazard, but done by persons who have considered the trade of the country carefully, and who would only make reductions in those cases where the trade was capable of development, some reduction might be made, and after a time the loss would be made up by an increase of traffic.

4901. (*Sir R. Hill.*) To what extent do you think the third-class fares might be judiciously reduced?—There is no doubt that different parts of the country are differently circumstanced with regard to this third-class traffic; there are some parts of the country where the population is sparse, and no reduction would probably produce any great increase of traffic, but in other parts the reduction would produce an increase. I think it ought ultimately to get down as low as one halfpenny per mile, but I would, in the first instance, reduce it to three farthings per mile.

4902. You would reduce the fares gradually?—I would reduce them gradually, and wait to see what

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the effect would be upon each particular class of traffic.

4903. (*Capt. Galton.*) Do you think that by unsettling the fare, and reducing it to three farthings, you would get the same benefit as if you reduced it all at once to one halfpenny?—I think so; I think that the traffic must be to a certain extent created. Persons must be taught to travel. I do not think it will be found necessary to make that sudden jump in fares, because I am quite sure that it would be a good while before the line could be recouped.

4904. Then you think no disadvantage would accrue from reducing the fare by degrees?—I think not.

4905. (*Sir R. Hill.*) Has there been any increase in the rates for third-class passengers?—I have not known of any increase; there has been sometimes a decrease.

4906. (*Chairman.*) It appears by returns which have been prepared that, with reference to the total receipts of the Dublin and Drogheda Company, the third-class passengers' receipts bear a large proportion?—I believe that is the case.

4907. That is a circumstance rather in favour of a reduction of rates on third-class passengers running on your line?—I think that is so. That is my own impression; but at the same time we must not forget that we may be taking some passengers out of the second class.

4908. You are aware of the fact that the proportion is large?—I am quite aware of that fact.

4909. (*Capt. Galton.*) You say that there might be a loss from a reduction of fares in some parts of the country where the population is sparse, but would not the increase of traffic in other parts of the country where there are more people tend to the desirability of amalgamating railways, so that the increase of traffic in the populous parts might be set against the loss in the receipts arising from the sparse population?—I think it would. I think if the railways could be amalgamated and worked in that way, that an experiment of that kind might be tried, and probably tried successfully, but which we could not expect to get tried on individual lines.

4910. Where there are large numbers of individual lines it is very difficult to try an experiment in that way, because the loss would be too large in a poor district through which one particular railway passes to recoup it?—Certainly.

4911. (*Sir R. Hill.*) Do you think it would be safe to make a large reduction in the fares of the third-class passengers, without, at the same time, making a proportionate reduction in the first and second class fares?—I think it might probably be necessary to make some reduction in the first and second class fares when the reduction is made in the third class fares; but I would expect more to be recouped from the third class than I would from the first and second.

4912. Should you not think it judicious to maintain something like the present proportions?—I think so.

4913. (*Capt. Galton.*) Do you think that by reducing the third-class fares, and not reducing the first and second class fares, that you would induce fewer people to travel first and second class; if the third-class fare was very much decreased do you not think that the first and second class would at all events have a still greater disinclination to travel with the third class than they have at present, however low the fares might be?—There is something in that suggestion, undoubtedly. I have not the slightest doubt that if the fares of the first, second, and third classes generally were reduced to a considerable extent, that the effect would be that many persons who now go third class would go second, to avoid the company which they would get into by going third class.

4914. (*Chairman.*) Do you think that the whole of the Irish railways might be managed by a single company, and that the business would not be more than could be carried on by a single company?—I think not. I think in England they manage much

larger companies. I do not see why it could not be done.

4915. Do you think that considerable improvements might be introduced if it were in the hands of a single company?—I have no doubt that improvements would be introduced.

4916. Improvements that would lead to an increased development of traffic?—To a certain limited extent I think so. I think that those small poor lines never can be worked in such a way as to give perfectly fair play to the traffic.

4917. (*Mr. Glyn.*) With much economy of management?—A certain amount of economy. I do not think there will be as much economy as people think. The per-centage which the fees of directors and similar charges bear to the whole expenses of the railways is so very small, that but little saving in that respect would be effected; I think the great advantage would be in the efficiency of working.

4918. (*Capt. Galton.*) It would enable them to pay adequate salaries to their locomotive superintendents and general managers?—Yes.

4919. (*Sir R. Hill.*) And thus command a higher order of talent?—No doubt those lines, which are in a low financial state, cannot be as well managed as they should be; that is impossible.

4920. (*Chairman.*) Are any mines of any description worked in the north of Ireland, in that district with which you are connected as a railway director?—I think not. I think there are some collieries which were worked near Dungannon, but I rather think they were accommodated by a canal. The principal mines in Ireland are copper and sulphur mines, situated near the coast. There is a small mine in the neighbourhood of Shalee, which is a very trifling affair, and there is iron ore at Arigna, but I am greatly afraid that that cannot be made available.

4921. Is that a rare description of ore?—I am not at all acquainted with mining, but I have heard it stated that it is only worth 5s. a ton when put on board, and that would not pay the expenses of raising it, and conveying it 120 miles.

4922. Have any manufactories been built lately in the neighbourhood of Belfast, at Lurgan, Banbridge, and that neighbourhood?—In Belfast a great number.

4923. Not in Belfast itself, but the towns in the vicinity?—In that part of the country there are several manufactories, but the tendency latterly has been to erect manufactories in Belfast.

4924. Have no new ones been lately constructed in the vicinity of Belfast, that is to say, within 10, 12, or 20 miles of Belfast?—There are some large mills not far from Belfast.

4925. Lately built?—I do not think so.

4926. Has there been no increase in the number of mills?—Several establishments may have been extending themselves, but I do not think there have been any new establishments created outside Belfast. I cannot speak positively, but that is my impression.

4927. (*Mr. Gower.*) Do you know any manufactories anywhere that have been established in consequence of the construction of railways in Ireland?—I cannot recall any. The Ulster Railway has been a very long time in operation, and was one of the early railways in Ireland; there have been manufactories established at Lurgan and Portadown since that railway was made; but whether in consequence of that railway being made I do not know. For instance, Portadown, before the Ulster Railway was made, was a village containing 1,000 inhabitants, but the population has now increased to 10,000. I have no doubt that increase has arisen from the facilities afforded by the railway.

4928. Is that in connexion with the linen trade?—It is very much connected with the linen trade.

4929. (*Sir R. Hill.*) Are you of opinion that many of the railways that have been recently constructed have been made at an unnecessary cost?—If you mean by the cost, the sum which is put down to capital account at the time it is closed,

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I should say certainly; but if you mean that the money has actually been spent on the road I should say that they have been made at too little cost. The money has been raised under extraordinary disadvantages and thereby the commission, interest, and so on, that has been paid for it is added from time to time to the capital account until it mounts up to a very large sum indeed. I will give an illustration: the Cork and Youghal line has been recently purchased by the Great Southern and Western Company, who have agreed to give 310,000*l.* of their stock for that line. The line, according to the accounts of the company, seems to have cost upwards of 600,000*l.*, between 600,000*l.* and 700,000*l.*, but I believe it could be constructed for 300,000*l.*

4930. Do you mean 300,000*l.* in cash; because 300,000*l.* stock of the Great Southern and Western Company would not sell in the market for 300,000*l.*? I am merely speaking of what it could be constructed for.

4931. Do you think they have also been badly made?—I think so, in some cases.

4932. In what respects are they defective?—If a contractor has contracted to supply sleepers, the sleepers which he puts down do not last very long.

4933. They not being good timber?—Being very sappy timber.

4934. (*Mr. Glyn.*) Does that apply to the Portadown Railway?—Do you mean the railway from Portadown to Omagh?

4935. Yes?—The Ulster Company have taken that railway now. It has been only three or four years in use, and I understand that they have found it necessary to put down some new sleepers.

4936. That was a contractor's line?—Yes.

4937. (*Chairman.*) The Dublin and Drogheda line have no arrangements with the Armagh and Newry line?—No; we have no through booking with them except through the medium of other companies. It will be observed that the traffic to Armagh before that line was made, went by Portadown, from Newry. It is therefore to a certain extent, a competing line with the Belfast Junction.

4938. You do not give tickets through from Dublin to Armagh by the Newry and Armagh line?—No.

4939. You would be unable to do it unless the arrangements were approved of by the lines between Dublin and Armagh?—We could not do it ourselves, and my impression is that we do not do it for that reason.

4940. (*Mr. Hamilton.*) Is the average condition of the lines in Ireland equal to the average condition of the lines in this country?—We have no line in Ireland in the condition of the London and North-western, which is the line that I travelled on in coming up to London.

4941. I mean in point of repair and construction?—A few of the lines are very good. The rolling stock is as good as can be made; the lines are kept in excellent order, and are well constructed, but the rails are not fish-jointed. There is that disadvantage.

4942. Are the rails on the Irish lines not fish-jointed?—They are not fish-jointed generally. Some of the new lines have fish-jointed rails, but the old lines have not, and they have not yet had occasion to renew their rails. We have a different mode of laying the rails in Ireland to that which is adopted in this country.

4943. (*Chairman.*) Is there any other information which you could supply the Commission with, which you think might be of importance to their inquiry?—On the Dublin and Drogheda line we have been in the habit of giving return tickets on Sundays at single fares. We were induced to do that by the circumstance that there are upon our line one or two localities with very healthy suitable places for taking exercise at. We have issued return tickets at single fares all over our line.

4944. For all classes?—For all classes of passengers.

4945. (*Capt. Galton.*) Does that add much to the traffic?—In fine weather, in summer it does, but in winter not at all.

4946. Do you continue that all through the winter?—Yes, but we do not run the same trains in winter that we do in summer.

4947. (*Capt. Galton.*) Are there any facilities on your lines for the sort of traffic that takes place on Sundays upon the metropolitan railways, that is to say, the issue of return tickets at single fares from Sunday to Monday?—Our return tickets, as a general rule, for first and second class passengers, are available for a distance of 50 miles only for the same day; for the distance of 50 miles up to 100 miles for two days; over 100 miles for three days; and in addition to that tickets issued on a Friday are available till the following Monday.

4948. For long distances?—Yes, on the Great Southern and Western, and also on the Northern lines.

4949. And those issued on Sunday would be available for Monday?—Yes.

4950. (*Chairman.*) Is the pleasure traffic which you are talking of more especially confined to Sunday?—We find, particularly with the third class, unless they have a holiday, that they will not avail themselves much of any inducement that we could offer them. We have several times tried excursion trains on days which were not holidays, and we found them to be failures. On the other hand, when we ran them upon two or three of the great holidays of the year they were crowded.

4951. Has the result of this holiday traffic been satisfactory to the companies financially?—Yes, we get the trains quite full.

4952. Have you been able to accommodate that traffic with your regular rolling stock?—Yes; I would beg to observe that if an experiment could be tried without being tried at the expense of the shareholders, in the way of reducing the fares and charges in Ireland, I should be exceedingly glad to see it, and I am quite sure that the companies would give every facility to try it, provided they were saved from loss.

4953. Do you agree with Mr. Haughton, that the experiment could not be tried unless the Government were prepared to risk a considerable annual loss?—I am not come here prepared to make any well considered suggestion upon the subject. But it has occurred to my mind that if the Government were disposed to entertain the question of purchasing up the railways altogether, that the shareholders would undoubtedly be willing to take on Government security a smaller amount of dividend, than they have been getting, and in this way the Government would have some margin which they could apply to the reduction of fares. If that were done judiciously and carefully, I think that the loss probably need not be very large, and I think if it were done wisely that that loss would very likely be recouped in the course of a few years.

4954. (*Mr. Hamilton.*) Although the lines are not in first-rate repair, I presume they are in sufficiently good repair to bear a very much larger traffic?—Certainly.

4955. They are in practical repair?—I should not at all wish to give the impression that the principal lines of the country are not in very good repair. The question was asked as to whether they were in as good repair as the leading lines of England. I said that they had not such heavy rails, and that they are not fish-jointed, but I would say that they are in excellent repair.

4956. With reference to the question of the Government purchasing the lines, the state of repair is a very important question?—No doubt, and a considerable difference would be found between the lines. Of course some of them are much better than others.

4957. (*Chairman.*) You do not imagine that where lines pay no dividend the ordinary shareholders would be willing to make the Government a present of their capital?—I do not suppose they would, but I should

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think many of them would be content to sell it on very moderate terms.

1958. With regard to lines paying no dividend, are the ordinary shares when sold in the market worth anything?—There are some speculative people who will buy them at low prices.

1959. If it is wished to dispose of them have they generally found purchasers?—I should say that is so with some of them, but with regard to others I do not think purchasers can be found for them.

1960. (*Sir R. Hill.*) Are there lines the traffic of which would not cover the working expenses?—There is a line, the traffic of which does not cover its working expenses, from Bagenalstown to Wexford, a distance of 21 miles. It is a well-constructed line, but it is now lying idle.

1961. (*Mr. Glyn.*) Is 5 per cent. the usual rate

HIS GRACE THE DUKE OF DEVONSHIRE here retired, and MR. LEVESON GOWER TOOK THE CHAIR.

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MR. BENJAMIN FEARNLEY called in and examined.

1964. (*Chairman.*) You are, I believe, the secretary of the Newry and Armagh Railway Company?—Yes.

1965. Have you any statement to make with reference to the traffic on your railway?—Our traffic is very seriously interfered with by the competitive measures of the companies with which we are connected. The Ulster Company which joins us on the north has possession of a line from Belfast to Monaghan and Clones; and then the Dublin and Belfast Junction Company, which is one of the lines between Dublin and Belfast, joins us at the southern end; and between those two companies a system has been pursued for the purpose of diverting the traffic from our line. The existing lines between Newry and Armagh may be described as a triangle, of which our line forms the hypotenuse, there being communication *via* Portadown by the other two sides. Of course we have the opportunity of carrying the traffic at much lower rates than the other companies, and if we were not interfered with we should, I may say, command the entire of it. We have applied to them for through rates over our system to the various stations with which we do business, but that has been refused, with the exception of to and from the town of Newry. They agreed upon through rates with us in reference to Newry, but upon the new section of our line, which is between Goragh Wood and Armagh, which was opened in August last, they have refused us.

1966. (*Mr. Glyn.*) They will take any traffic from you which you give them, which goes from Newry to Armagh, but they will not give you any traffic at Armagh to take to Newry?—No, except that which they cannot avoid. They will send it round by the old route, that is by Portadown. Our business communications and the trade of the port of Newry lie very much in the Monaghan and Clones districts, to which we have no independent access. The Ulster Company wish to draw the trade to Belfast, and they do that by giving low rates to merchants in that locality, and refusing the Newry and Armagh Company.

1967. What is the class of traffic that comes from Monaghan and Clones?—That is chiefly inwards traffic from Newry. There is not much export trade from that district to Newry. The trade consists chiefly of importations from Newry.

1968. Of what sort?—Coals, grain, timber, and iron.

1969. Is there much coal traffic?—It varies.

1970. Will not they give you through rates for that coal traffic to Monaghan and Clones?—They refuse through rates, and, of course, the coal traffic is included. There is a great deal of traffic in grain and bread stuffs in that district, and there are some extensive mills. There is also a traffic in slates, timber, and agricultural produce.

of interest on Irish debentures?—The average rate of interest which the Dublin and Drogheda pays is as nearly as possible $4\frac{1}{2}$ per cent., and the average rate of the Great Southern and Western is $4\frac{1}{2}$ per cent.

1962. Is the average throughout the country 5 per cent.?—There are several of those lines in difficulties which I suppose find it very hard to get their debentures renewed at all, and probably can only do so by giving personal security. Any line which is in good credit gets its debentures out at $4\frac{1}{2}$ per cent.

1963. Has the Dublin and Drogheda any preference capital?—Yes, it has about 100,000*l.* of preference capital at 4 per cent., and 150,000*l.* of preference capital at 5 per cent., which will be redeemable in the course of two or three years, so that in that case the Government if it purchased, would get the benefit of a reduction.

1971. Do they want to force you to amalgamate with them?—They do not want us to amalgamate, but they want us to agree to a proposition which they made, that the two routes, namely, the direct route between Newry and Armagh, which belongs to our company, and the route through Portadown, which belongs to the two companies I have spoken of, should be placed on terms of equality as regards fares and rates.

1972. That the charge should be equal for the long distance and the short distance?—Yes.

1973. And that you should divide the traffic?—Yes, practically.

1974. (*Mr. Glyn.*) How many miles do they carry their railway in competition with you?—29 miles, and the direct route is 21 miles, so that there is nearly a difference of one third in our favour. So far as passenger traffic is concerned, we should get it, but with regard to goods traffic, the distance does not tell materially in our favour.

1975. You do get passenger traffic?—So far as Armagh is concerned, but not as far as Monaghan and that district is concerned.

1976. Do you think, if you were amalgamated with the Ulster Company, that that district would be better provided for?—I am not sure of that, because it is not merely a question of railways, but it is a question of ports; Belfast has got the start very much, and the merchants and people in business consider that it would be to the interest of that district to bring the traffic to Belfast over the Ulster railway.

1977. Is your company a local company?—Yes.

1978. Was it formed by Newry merchants?—No, chiefly by English capital, I should say.

1979. Is your line in connexion with the Warrenpoint and Rostrevor line?—No, it is a separate company.

1980. (*Chairman.*) What do you propose as a remedy with reference to this matter?—Cardwell's Act does not give a remedy to meet this case, inasmuch as it does not make it compulsory upon either of those companies to give through tickets, or to allow us to book through backward and forward on their system. All that Cardwell's Act provides for is, that the traffic shall be sent onward without delay, but it does not give any company that requires it, the means of demanding that a rate shall be fixed in proportion to the distance.

1981. (*Mr. Glyn.*) They must make a rate for you under that Act?—Yes.

1982. But they can charge the maximum rate?—Yes; in fact, the merchant who desires to make Newry his place of business is prevented on account of not having through rates.

1983. The fact is, they give a rate for traffic which goes from Newry through Portadown, Armagh, and Monaghan, which would come to less than the two rates that you would charge between Newry and

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Armagh, and they would charge between Armagh and Monaghan?—Yes.

4984. So that practically they shut you out from all that traffic?—Yes; some of the merchants in the grain trade carry on a very extensive business, and would send a large quantity of traffic over our line if there was a through rate, and there are also minerals in large quantities to be carried.

4985. Where does that grain go to?—To the Monaghan district chiefly.

4986. What for?—To be ground and used up there.

4987. Is that ground in Ireland?—It is ground in Newry and Monaghan; sometimes they get it in a raw state to work into meal, but they make a difference in the rates on their system as between Newry and Monaghan, which enables the Belfast merchant to do business in that district at a shilling a ton less than the Newry merchant can, although the distance is much greater from Belfast to the points I have spoken of than from Newry.

4988. (Chairman.) I suppose when you made a railway of your own, you expected to be able to make arrangements with the other companies?—Certainly. Another point which has been a great disadvantage to us is, that we have been obliged to use the Ulster Company's station at Armagh, when we expected to have an independent station, and the result is that, the lines being unquestionably competitive, they have learnt all our rates and special arrangements, and it has been impossible for us to compete or hold our ground.

4989. (Mr. Glyn.) Why did you not form your own station there?—We applied for Parliamentary powers to do so, but we were strongly opposed by the Ulster Company, and they forced us into their station. We even went so far as to have an arbitration upon it, but we were defeated in our attempt to get an independent station.

4990. When did you open your line?—We opened the section from Gorah Wood on the 25th of August last. Since then we have been completely without through traffic, nothing but the local traffic of the district, which hardly pays working expenses. The southern portion of the line from Newry to Gorah Wood has been opened since 1854.

4991. (Capt. Galton.) What precise change would you suggest to meet this case?—That any company should be compelled, at the request of another company with which it had a junction, to agree to the through tickets and invoices issued by that company.

4992. At fixed rates?—No.

4993. How would you settle the rates?—I would leave the parties to arbitration. There should be some means of protecting the company which sends the traffic from having to pay the maximum rates.

4994. Would not the Court of Common Pleas give you that protection?—We have obtained some very good legal opinions upon that point, and they do not consider that remedy sufficiently satisfactory. We cannot compel them to book through.

4995. Might you not leave it to the Court of Common Pleas to decide what the rate shall be?—The machinery provided by Mr. Cardwell's Act is arbitration, and that I think sufficient.

4996. (Mr. Glyn.) Why have you not availed yourself of that?—We are about to do so now.

4997. Then, in point of fact, you have not tried it yet?—We are going to see what we can do.

4998. You have not tried the efficiency of the remedy provided by Mr. Cardwell's Act?—Not yet, but we are advised that we can oblige them to quote through rates; but what those rates will be, or whether they will bear a mileage proportion to what they charge on their own system is a point that we are not so sure about. The chief inconsistency in their conduct to us lies in their granting us through rates over part of their system, and refusing through rates to us over another part.

4999. You do not know what your grievance is, or what is your remedy until you obtain the decision of the Court?—We know what our grievance is, but we

do not know so well what our remedy will be. The population of the district lying between Gorah Wood and Newry is denser than any other part of the known world, except China.

5000. (Capt. Galton.) What fares do you charge for third-class traffic?—1s. 3d. is our charge for third-class passengers between Newry and Armagh, a distance of 21 miles.

5001. Does that produce a large traffic?—No, it does not.

5002. (Chairman.) I presume you get all the direct traffic from Armagh to Newry?—Passenger traffic we do.

5003. Do you not get all the goods traffic?—We do not, because they can carry round *via* Portadown and give more facilities than we can. Although the distance by their line is longer, that does not make any difference with regard to goods, as they carry as cheaply as we do.

5004. They charge the same for their long distance that you do for your short distance?—Yes.

5005. (Mr. Glyn.) When do you expect your trial will take place?—We hope that we shall have it on this term.

5006. (Capt. Galton.) Then you would wish them to charge a higher rate than you charge?—In proportion to the distance we would. We think that where they have a longer route they should not be able to force us down. We do not want any special protection for ourselves, but we believe we could carry a great deal more traffic if we were allowed access to the districts, from which we are now shut out.

5007. Do you not think that it would be a benefit to the public if these railways were amalgamated together and the traffic carried on in amity instead of their being at war with each other?—I do not think amalgamation would be exactly the cure for all the evils of the present system.

5008. If they were all amalgamated together, would it not be the joint interest of the companies to get as much traffic upon each railway as they possibly could?—Yes.

5009. And to develop all the ports?—Not all equally. A powerful port, such as Belfast, would very likely have a greater interest in bringing the traffic over a long route than a small port like Newry, and it would just lead to a recurrence of the same evils that we suffer from at present. If the Commission will allow me, I will read a letter which will illustrate it. This is from a merchant who would send goods over our line if there was a through rate:—

"Craigmore, Newry,
30th November 1864.
"Newry and Armagh Railway Company.

"GENTLEMEN,

"We have been written to by some of the Belfast merchants, saying that the Ulster Railway Company would not take our goods unless we permitted them to be forwarded to main line station. Please say how this is.

"Your obedient servants,
"ATKINSON & CRAWLEY."

Then there follows a memorandum from J. Linton Valley:—

"DEAR SIR, "Newry, December 2nd, 1864.

"I DIRECTED my manager at Belfast to address my goods *via* Gorah; he did so, and was told that they could not be booked further than Portadown."

That is the extreme limit of the Ulster line towards the Newry and Armagh railway, then he goes on,—

"But if he changed the direction to 'Main line' they would go on, which he did. I should be glad to know if goods delivered at the station in Belfast before a certain hour should be delivered the following day in Newry."

Then I have this from another merchant:—

"Domully Weaving Factory,
"DEAR SIR, "3rd December 1864.

"REFERRING to our conversation, you asked me to state my reasons for discontinuing sending goods by your line; simply this, that I am compelled to do so in consequence of the Ulster Company refusing to forward

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my goods by your line as heretofore (though I had a special agreement for a through rate, namely 13s. 4d. per ton), and to show you how the Ulster Company manage I now enclose you a letter from my Belfast correspondent, dated the 24th ultimo. The goods there referred to not having come up on the 25th I went to Belfast on this day and called at the railway office, and a young man in the traffic department showed me Ferguson & Co.'s forwarding note, and told me that goods had been sent on by the 1 p.m. on the 24th to Portadown, but that this Company would not forward them beyond their own line, not having a through rate with the Armagh Company. I stated that I had a through rate, and had no notice of any change of arrangement between the companies. His reply was, that the goods had been forwarded, and that was all he could do in the matter. I then asked to see the secretary, and was shown his office. I was told he was engaged. I asked to see the assistant secretary, and saw him. I told him the object of my visit, that this was the third occasion within the month that my goods were delayed (once sent to main line and once delayed at Portadown). He expressed his regret that I was inconvenienced, and again repeated that they had no through rate. My answer was, I had, and not having notice of any change between them and the other Company I would hold his Company responsible for the loss incurred by reason of the delay. He intimated to me that if my goods went by the other line there would be no delay. The goods referred to were not delivered until the 26th (Saturday) by your Company, incurring a loss of four days. For these reasons I must send my goods *viâ* "main line."

"Yours, &c.

"ALEX. MCNEALE."

I need not detain the Commission by reading any more of this correspondence; but, with their permission, I will hand it in.

The witness handed in the same, which is as follows:

"Memorandum.

"From Cantrell & Co.,
"25, Bank Street,
"Belfast.

"3rd December, 1864.

"To Mr. James Woods,
"Newry.

"DEAR SIR,

"YOUR favour of the 3rd instant to hand. In regard to hamper forwarded you 1st instant, our reasons for forwarding it by main line were simply these: The officials at the Ulster station refused to take charge of the hamper unless so addressed, and we were not aware of any other alternative. We hope you will not disoblige us by having the hamper returned, and if you can suggest to us any means whereby in future we may avoid the course taken we shall not fail to act upon them.

"Dear Sir,

"Yours truly,

"CANTRELL & Co."

"Newtownhamilton, Dec. 1st, 1864.

"To the Managers of the Railway Company,
Edward Street, Newry.

"SIR,

"I ENCLOSE the directions which were on a box for me, also the receipt for the payment; coming by main line has caused me a delay of three or four days in receiving them.

"Yours truly,

"THOMAS LINTON."*

"DEAR SIR,

"Newry, January 18th, 1865.

LATTERLY the goods which I order in Belfast are sent up to Main Line station instead of Edward Street station where I wish them all to come to. The Main Line station is very inconvenient for me, and I would be glad you would inform me if there are any means of putting a stop to them being sent in future to that station. I had several lots of bacon latterly from Belfast, which I ordered to be sent to

Edward Street station *viâ* Goragh, but they were sent to Main Line. I sent cards to the merchant to put on my goods, one of which I enclose, came to me and box of bacon delivered from Main Line, 22 Dec. last, and two boxes bacon which I believe were addressed same way, went to Main Line, but were all taken off when delivered to me.

"Yours truly,

"To B. L. Fearnley, Esq.

"JOSEPH MARTIN."

"Memorandum.

"1 Month 30, 1865.

"From Thomas Green & Co.,
"Grocers and Tea Dealers,
"Margaret Square, Newry. Newry & Armagh Railway.

"Having been in the habit of getting goods from Belfast *viâ* 'The Newry and Armagh Railway,' and being desirous of always doing so, we have in accordance with your directions had them addressed *viâ* Goragh, but have reason to know that even when so addressed they have come by the Main Line station, and in one instance, pointed out to the clerk of the Junction Company, a cask of sugar which came by their line and yet directed plainly *viâ* Goragh.

"We are, respectfully,

"THOMAS GREEN & Co."

"Wholesale Stationery Department,
"12, Water Street, Newry.

"31st January 1865.

"DEAR SIR,

"I WISH to know can you inform me can I have protection against the Dublin & Belfast Junction Railway Company insisting (in the face of the address in plain and legible writing 'Gorah Wood') to bring my goods on their carts from the Main Line, exposing them so long in open carts to the rain, and thus damaging my property? Your attention to this will oblige.

"Benj. L. Fearnley, Esq.

"Yours truly,

"JOHN WRIGHT."

"H. M. H. Morris, Esq.

"DEAR SIR,

"March 21st, 1865.

"ABOUT the 2nd instant you sent Mr. Murphy of this town a quantity of soap which he states was delivered to him *viâ* Main Line station (Dublin & Belfast Junction Company) but that you explained the reason verbally to him. As however, he wishes to put an end to his goods coming by that station and has spoken to our agent on the matter, may I ask you to give me the particulars of the exact date? Mr. Murphy states you instructed the soap to be forwarded by our line and that the Ulster Company refused; that you took it away, but that having no other remedy you had to return it, and allow the soap to be forwarded *viâ* Main Line station. An early reply will oblige,

"Yours respectfully,

"BENJ. L. FEARNLEY.

"Belfast, 23rd March 1865.

"Benjn. L. Fearnley, Esq.

"DEAR SIR,

"I AM in receipt of yours of the 21st inst., and in reply beg to say that the forwarding agent to the Ulster Railway Company here refuses to forward any goods to Newry, except *viâ* Newry Main Line station.

"I am, yours resp'tly.,

"H. M. H. MORRIS."

(*The Witness.*) We have complied with every request that was made to us for the exchange of through booking facilities upon every portion of our line, and we had several applications of that sort. For instance, at the opening of the Dublin Exhibition there was a proposal made for the issue of through tickets to Dublin at a cheap rate from Newry. That we agreed to. We followed that up by a request that they would extend the same facilities to the new section of our line; but that they have refused to do, so that parties from Armagh and the intermediate district were obliged to come to Goragh Wood and renew their ticket to Dublin, and in some cases they were left behind through missing the train.

Mr.
J. Delahunty.

Mr. JAMES DELAHUNTY called in and examined.

5010. (*Chairman.*) You are the managing director of the Waterford and Kilkenny Railway and the Kilkenny Junction Railway?—Yes.

5011. Have you any statement to make with reference to the railway traffic of the south of Ireland?—The statement that I wish to make is this, that as

* "The box referred to had the following address posted on it:

"By rail to Newry *viâ* Gorah,

"Mr. THOS. LINTON,

"Newtownhamilton,

and as appears by the Junction Company receipt for the carriage had arrived at the Newry Main Line station on 17th Dec. 1864. It was not actually delivered to the owner until the 21st (involving the delay complained of), the advice or freight note having been sent by post to Mr. Linton, at Newtownhamilton.

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far as Waterford is concerned, being the place I am connected with, there is a great difficulty in approaching the interior of Ireland from the want of railway communication, and there is even great difficulty in approaching Dublin, from the indisposition of the Great Southern and Western Railway Company to work in harmony with the Waterford and Kilkenny, so as to give trains that will conduce to the public convenience. I also wish to state that the public of the south of Ireland are, in my opinion, very much injured by the determination of the Great Southern and Western in connexion with the London and North-western to subsidize the local lines and steam packet companies to allow the traffic to be brought to England *viâ* Dublin. They pay 30 per cent. for that, and such diversion of traffic, in my opinion, not only is injurious to the southern cross channel communications, but very injurious to the public in the several localities.

5012. I understood you to say that there was an indisposition to give accommodation from the junction at Kilkenny up to Dublin; to what do you ascribe that indisposition to forward traffic?—They do not wish the traffic of the middle of the country should find its way to England by Waterford, they would rather it should go by Dublin, and they will not run trains so as to suit the convenience of the Waterford public either going up or down. For instance, if you want to go from Waterford to Dublin and back in one day, you cannot do so. They run their train from Kilkenny at so early an hour in the morning that it would be useless for the Waterford and Kilkenny Company to send trains to meet it, because no one would go. They run a train at 6.15 from Kilkenny to Dublin; the Waterford and Kilkenny Company would have to send a train at four o'clock, or a quarter past four o'clock, in order to catch that. In the same way the evening train coming down arrives at Kilkenny at such a late hour that no one would come by a train to Waterford if such was running.

5013. What remedy do you propose for that?—I think there should be some power which would compel railway companies to work harmoniously, so that the public interests might not be injured. Whether that power should be given to the Board of Trade, or some other party selected by Parliament, it will be for them to say; but there must be some power outside the railways. I know the Waterford and Kilkenny Company have always been disposed to run in such a way as will serve the Waterford public, but they have always been refused similar action by the other side.

5014. You say you have given more accommodation than you have received?—If the Great Southern and Western ran trains at convenient hours we should run trains in connexion with them. If they ran the trains at such hours as to suit the Waterford public, more passengers would go. In fact, they inconvenience the district altogether. Third-class passengers going from Waterford to Dublin lose a great deal of time either going up or coming down. They have to stop a night in Kilkenny, although the whole distance is but 112 miles.

5015. (*Capt. Galton.*) Do you say that passengers from Waterford to Dublin cannot go by way of Kilkenny and return the same day?—Not the third-class passengers, nor, in fact, any class passengers. Third-class passengers cannot go through the same day.

5016. Then they must take two days to get from Dublin?—To come to Dublin. If they go third class they must stop a night at Kilkenny.

5017. (*Mr. Hamilton.*) That is the only direct line from Dublin to Waterford?—It is, in fact, the direct line.

5018. Your complaint is, that the Great Southern and Western do not give any proper facilities at the junction at Kilkenny?—Yes; they will not run trains at an hour that will suit the public; they run the morning train from Kilkenny at 6.15, arriving in Dublin at 9.30.

5019. (*Mr. Glyn.*) That is the through train of the Great Southern and Western?—It is the through

train from Kilkenny; that is their Kilkenny line through train.

5020. It is their through train on the main line?—It is not a through train from Waterford.

5021. What train do you wish to join on the Great Southern and Western?—We want a train that will allow parties to leave Waterford at 6 o'clock in the morning and arrive at Dublin in proper time for business, and then enable the parties to leave at 4 or 5 o'clock p.m., so as to arrive in Waterford at 10 o'clock at night.

5022. Do you wish them to put on particular trains to accommodate you?—I wish to alter the hour of the trains which they do run.

5023. The trains, you say, that do run now are their trains to other parts of their system?—No; they are trains which no other part of their system is connected with; they run from Kilkenny to Dublin, and *vice versâ* without reference to any other train.

5024. (*Capt. Galton.*) Does the train which runs from Dublin to Kilkenny run as far as Kildare Junction with the train going to Cork?—No.

5025. (*Mr. Glyn.*) Then they start from Dublin a particular train for their service, which does not suit the public?—It does not, although we would make ours suit theirs if they started at an hour the public could travel at. If we ran trains now in connexion with theirs, parties would have to start from Waterford between 4 and 5 o'clock in the morning, and could not get back till 11 at night.

5026. (*Mr. Hamilton.*) Does that line belong to the same company as the line from Limerick to Waterford?—No.

5027. Is Mr. Malcolmson a director of your line?—He is; but it does not belong to the Limerick company. The Waterford and Limerick Company work the Waterford and Kilkenny, but it is only under working arrangements; they have no interest in it more than that. The Great Southern and Western have always set their faces against any sort of effort being made to the northern and midland districts of Ireland with Waterford. In 1846 a bill was obtained to make a line from Kilkenny to Maryborough, and I understand that the Great Southern and Western people at that time bought up the shares in order that the line might fall through. With much difficulty, in 1860, a similar bill was brought in, which the Great Southern and Western opposed most violently, but it was obtained in spite of their opposition. A portion of that line is now made; it has served the traffic of the district to this extent, that for eight weeks, ending 19th May 1865, the traffic of the line from Kilkenny to Waterford has increased over and above the traffic of last year 33 per cent.

5028. The traffic between what points?—Between Kilkenny and Waterford.

5029. (*Chairman.*) Is that railway in course of construction between Kilkenny and Maryborough?—There is part of it made.

5030. How far is it constructed?—To Abbeyleix.

5031. (*Mr. Hamilton.*) I understood you to say that the Great Southern and Western opposed the communication between Waterford and what you call the Midland district?—Yes.

5032. What object could they have in opposing that?—The object they had was this: there is not the slightest doubt that the whole of the towns in the midland districts of Ireland, such as Maryborough, Mountmellick, Phillipstown, Tullamore, Mullingar, and Parsonstown would be served if they were put into direct communication, *viâ* Waterford, with the south of England and South Wales. The agriculturists in those districts would find a ready market for their produce in the mining, iron, and coal districts, and, *vice versâ*, they would require coal and iron and other articles from the English and Welsh districts. Direct communication is at the present moment stopped altogether. It is so managed that the traffic must come round by Dublin, which is both tedious and expensive, and the consequence is, that the localities

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are all anxious for a direct communication ; but the Great Southern and Western has at all times opposed that in Parliament, and when a bill at one time was obtained, they bought up the shares and allowed the bill to drop through.

5033. (*Mr. Glyn.*) Is not Mr. Malcolmson a great steam-packet owner in Waterford ?—He is.

5034. He did not say anything about this in his evidence ?—I do not know what he has said in his evidence, but this I know, that the London and North-western Railway Company and the Great Southern and Western Railway Company have lately entered into an arrangement with him, by which the railway and steamboat interests are served to the prejudice of the locality. There has been an arrangement entered into, which was before the citizens of Waterford, and which was condemned by all parties, the effect of which is, that the traffic of the district will be brought to England by Dublin, *via* Liverpool and Holyhead, and that Mr. Malcolmson for the steamers and the Limerick Railway Company will get 30 per cent. of the traffic thus brought to Dublin to allow it to go by Dublin.

5035. (*Mr. Hamilton.*) When you say that “they” get, who do you mean gets the 30 per cent. ?—The Limerick Railway to Waterford and the Waterford Steam Packet Company.

5036. Who makes the arrangement ?—The North-western and the Great Southern and Western. I have the heads of arrangement which I can hand in if the Commission wish (*the witness handed in the same, vide Appendix AL*). One of the heads, which struck me very much as most injurious to the southern routes, is this :—

“Waterford and Limerick Railway Company, Cork and Limerick Direct Railway Company” (being another railway company that is subsidized) “undertake that all traffic consigned to them by other routes than *via* Liverpool and Holyhead between places in England and the places in Ireland, to which this agreement refers, shall not be booked through, and shall be charged the local rates.”

No through traffic from the districts to which the agreement applies can, under that arrangement at all, come by the Great Western or English Midland systems to England ; it must all go by the London and North-western. In that way the traffic of the country is interfered with, and interfered with so as to inflict an immense loss on the localities, and when the North-western and the Great Southern and Western are paying 30 per cent. on all goods for the purpose of making them go in a particular way, they are sure to repay themselves by putting on increased rates.

5037. (*Mr. Glyn.*) In what shape is that 30 per cent. paid. Is it by a reduction of rates or what ?—It is 30 per cent. of the monies received for traffic which is allowed to go by Dublin.

5038. Is it in the shape of rates, or tolls, or what ?—It is in the shape of money or direct payment ; it is in the shape of a direct subsidy. Suppose 100 tons of goods are to be sent from Limerick or Tipperary to Birmingham for which 100*l.* is paid for the transmission, although the Waterford and Limerick Company will not carry 1 lb. of it, and although the Waterford Steam Ship Company will not carry 1 lb. of it, they will get 30*l.* out of it in order to allow it to go by Dublin, so that the company who actually carry it will only get 70*l.*

5039. (*Capt. Galton.*) The company who carry it giving to the other companies a bonus of 30 per cent. ?—Yes, although they do nothing to earn it.

5040. (*Mr. Hamilton.*) You say that the Limerick and Waterford Railway Company and Mr. Malcolmson's steamers get 30 per cent. of the traffic ?—Yes, the Great Southern and Western and the London and North-western Railway Company give the 30 per cent. to the Waterford and Limerick Railway Company and the Steam Ship Company for anything that comes from certain districts.

5041. Then I understand your statement to be this, that the Great Southern and Western Railway Company, being interested in the traffic of Dublin, has made some arrangement with the North-western Company to secure all the traffic of that part of Ireland going by way of Holyhead ?—Yes.

5042. And in order to secure this they have made some arrangement with the Limerick and Waterford Company and with Mr. Malcolmson's steamers, so as to provide that no part of that traffic shall be diverted by way of Waterford into South Wales ?—They have made this arrangement, that upon all goods brought through Dublin to the North-western system in England at Liverpool or Holyhead, and consigned to Birmingham, and places north of Birmingham, that 30 per cent. off the receipts will be paid to the Waterford companies to allow it to go that way.

5043. That has the effect of diverting the traffic from Waterford to Dublin into South Wales ?—It has the effect of diverting the traffic of the district to England from Waterford to Dublin, and thence *via* Liverpool and Holyhead, and in fact injuring the communication between the southern parts of Ireland and England.

5044. How does it affect the southern parts of Ireland ?—Because the traffic that originally belonged to Waterford, and would come to Waterford, is diverted the other way.

5045. It goes north by Dublin ?—Yes. In Dublin they have communications two and three times a day with Liverpool and Holyhead, but between Waterford and Liverpool the steam ships only sail twice a week, therefore people who have produce to send will naturally, when they pay equal rates, send all their goods by Dublin, and none will come by way of Waterford. Therefore the diversion of traffic will injure communications between Waterford and England, as the number of steamers will be lessened when they must depend upon the local traffic alone.

5046. This arises from a sort of understanding between the London and North-western Railway Company, the Great Southern and Western of Ireland, the Limerick and Waterford, and Mr. Malcolmson, the owner of the Steam Company ?—And also the Cork Steam Shipping Company.

5047. What remedy do you propose for that ?—As I said before, there should be some tribunal, such as the Board of Trade, to prevent railways using what I may call a very illegitimate mode of dealing with a public matter, and to forbid them doing such things as would prevent the traffic from flowing in the channel through which it would naturally flow, and not to allow any large company to subsidize a small one to the prejudice of the public interests.

5048. Is Mr. Malcolmson a resident of Waterford ?—He is.

5049. Has he large property in Waterford ?—He has not large property in Waterford, but he has a large interest in Waterford in the shape of the railways and the steamers.

5050. Consequently he has no interest in injuring the town of Waterford ?—Certainly not. I take it that the London and North-western must have entered into arrangements with him not alone in connexion with the Waterford interests, but in connexion with their other interests besides, because Mr. Malcolmson is not only a proprietor in the Waterford Steam Ship Company, but is also a proprietor of steamers in almost every port in Ireland. I do not know how far the arrangement with the North-western affects his other interests.

5051. There is nothing illegal in this arrangement ?—No, I am not aware that there is anything illegal ; but although it may not be illegal, it is highly detrimental.

5052. (*Capt. Galton.*) You think, although not illegal, it is exceedingly injurious to the public interests that such an arrangement should be made ?—Yes, and the public have decided so. Here is a resolution which was adopted with reference to it: “That this committee, with all respect for the opinions of

"the directors, considers these arrangements to be well calculated to divert the traffic of the districts to England *via* Dublin, and vitally injure the trade and commerce of Waterford and the southern com-

"munications." That resolution was adopted at a meeting of a committee appointed by the merchant traders and citizens of Waterford, the mayor of Waterford being in the chair.

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Adjourned till Friday next at 12 o'clock.

Friday, 9th June 1865.

PRESENT :

THE HON. E. F. LEVESON GOWER, M.P.
THE RIGHT HON. ROBERT LOWE, M.P.
SIR ROWLAND HILL, K.C.B., F.R.S.
T. B. HORSFALL, ESQ., M.P.
ROBERT DAUGLISH, ESQ., M.P.

GEORGE CARR GLYN, ESQ., M.P.
CAPT. DOUGLAS GALTON, R.E., F.R.S.
J. R. MCLEAN, ESQ., PRES. INST. C.E.
WM. POLE, ESQ. F.R.S., *Secretary*.

HIS GRACE THE DUKE OF DEVONSHIRE, K.G., F.R.S., IN THE CHAIR.

WILLIAM CAWKWELL, ESQ., examined.

5053. (*Chairman*.) You are General Manager of the London and North-western Railway?—Yes.

5054. In your capacity of General Manager of that railway have you had occasion to make yourself acquainted with the Irish railways, or with any portion of them?—I have made myself acquainted with the Irish railways generally, but more especially with those in connexion with Dublin, and going through Dublin; we have also connexions through Fleetwood and Belfast with the northern railways of Ireland.

5055. Has there been any extensive system of through booking between the North-western Company and the Irish railway companies?—We have had for a considerable time through fares for passengers between the principal stations on the North-western lines and the principal stations on the Great Southern and Western line; we did try for many years to get through booking for goods also, but we could not succeed in getting that until about two years ago, and then only to a limited extent.

5056. At the present time is there a general system of through booking for goods?—Only to a limited extent.

5057. Have difficulties been experienced by the London and North-western company in bringing a system of through booking into operation?—Yes; I may say that we have had very considerable difficulty even with the Great Southern and Western Company, which is a line especially connected with the London and North-western system *via* Holyhead and Dublin; for instance, we have now got a system of through booking for goods between stations north of Birmingham, and including Birmingham, and the Great Southern and Western system down to the Limerick Junction. From Limerick Junction to Cork we have also through rates for goods to the same district; but there are 15 per cent. higher charges than by the steamers from the same district, the railway route being much shorter and in every way a much better route to the North-western system than the sea route is to Liverpool, and thence by railway. But, the steam-packet interest was so great that the Great Southern and Western company could only consent or rather could only succeed in making arrangements with us, by charging a differential rate of 15 per cent. in favour of the sea route from Cork, which commands a very large traffic. The differential rate against the railway route from the city of Cork is 20 per cent.; but the booking to the North-western system from a great portion of the best traffic district of the south-west of Ireland was limited to stations north of Birmingham, they would not make the through rates south of that place at all.

5058. Are the Great Southern and Western Railway Company of Ireland connected with any large shipping companies?—I believe that some of their directors are; and there are a number of lines in the district—cross lines—down to Waterford, and other ports, that appear to have some control over the Great Southern and Western board, either by com-

petition, or by some other means, so that we could only get an arrangement made, such as I have stated, by making a joint purse, in which the steam packets were interested as well as the railway companies; and in fact, we were compelled, in order to get an arrangement made, to sacrifice a portion of our railway distance, which we had to make over to the steam packets. Our mileage, in fact, does not really commence until we reach Holywell on the Holyhead railway; the distance between Holyhead and Holywell being given to the sea route.

5059. (*Mr. Glyn*.) How many miles is that?—About 70 miles; it is the difference in the distance between Dublin and Liverpool, and Dublin and Holyhead.

5060. Practically, is there very little through booking from Cork *via* Dublin on to your system?—There is scarcely any, in consequence of the differential rate of 20 per cent., which throws the traffic on to the water; and it was intended, as I believe, to do so.

5061. (*Mr. Horsfall*.) Have you any through booking from Greenore?—No; that is not a port at the present time.

5062. But you are making it into a port, are you not?—An Act of Parliament has been obtained for making a railway from Dundalk to Greenore, and for the construction of a port at Greenore; that is, they are to be joint works between the Irish North-western company and the Newry and Armagh company. I believe the Newry and Armagh company are constructing their line, and that they intend to construct works at Greenore; but nothing has been done in constructing a line between Dundalk and Greenore.

5063. Is not the London and North-western company proposing to expend a considerable sum of money at that place?—They have made traffic arrangements, and have given what amounts to a guarantee upon the expenditure that will be required to make the line between Dundalk and Greenore, so that out of the traffic passing between the Irish lines and the English lines, there will be an amount deducted to pay the working expenses, and also the interest on the money expended for the construction of that line.

5064. To a great extent the London and North-western company are responsible?—It is a joint proceeding between the Irish North-western Company and the English North-western Company with regard to the traffic passing over that piece of the railway.

5065. (*Chairman*.) Do I rightly understand you that there are rates charged over the Great Southern and Western line, between Dublin and Limerick junction, different from what are charged between Limerick junction and Cork, and that there are advantages in favour of the shipping companies as between Limerick junction and Dublin, but not as between Cork and Limerick junction?—Between Dublin and Limerick junction the rates are the same, either by the railway route, or by the sea route, but

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beyond Limerick junction there is a differential rate in favour of the sea route.

5066. Do you get a considerably larger amount of goods traffic on that part of the line between Limerick junction and Dublin than on the other portion of the Great Southern and Western Railway?—We get a larger proportion of traffic, but the traffic is not so heavy on that part of the railway as it is beyond; and in fact, the larger traffic arises in the neighbourhood of Limerick; between there and Waterford, and down to Cork in that district, there is a larger amount of traffic than upon that portion of the line where we have equal rates.

5067. You do not get the Limerick traffic?—No; not to London and other places south of Birmingham; at the other stations we have no rates at all. Upon the other system of railways, in connection with the Great Southern and Western line, they in point of fact, give us no rates at all, except fares for passengers to a few places on their railway.

5068. (*Mr. Glyn.*) Do you mean, not for goods?—Yes; not for goods.

5069. (*Chairman.*) Is it your opinion that there are materials for traffic in goods in Ireland which have not yet been developed, but which might be developed if a better system of through rates was introduced?—I am decidedly of opinion that the railway traffic of Ireland has never yet been half developed.

5070. In your opinion, what are the obstacles in the way of the development of both goods traffic and passenger traffic in Ireland?—I believe that the principal obstacle is the steam-packet interest; that is a very strong interest on the railway boards, and in connection with the railways; for instance, the system of railways that I spoke of from Limerick down to Waterford, and those lines of railway running down towards Cork, leaving out the Great Southern and Western line itself, are entirely in the hands of persons having a large steam-packet interest, and the traffic is therefore conveyed to Waterford and other ports, and thence carried by sea either to Liverpool, or to the coast of South Wales, and to Bristol and other places.

5071. Do those steam-packet companies do more than fairly compete with the railway companies?—In the instances that I have already given, there is a differential rate, that is owing to the Great Southern and Western company being so mixed up with the steam packet interest that they enforce this differential rate, which therefore entirely prevents the development of the traffic upon the railways.

5072. (*Mr. Horsfall.*) Have not those steam-packet companies developed the trade of Ireland a good deal?—I dare say they have, but I think they have not developed it so effectually as it could have been developed by resorting to the more expeditious mode of transit, that is, railway communication.

5073. Are not the steam boats principally owned by gentlemen in Ireland?—I believe they are, and I believe that that is the great difficulty that we have to contend with in many cases, that the Irish boards are so completely mixed up with the steam-packet interests, we do not get the advantages that railway companies ought to have: for instance, the Irish companies almost universally require to have their local rates in all the arrangements that we make with them, and they are not inclined to meet the requirements of the traffic by making through rates and sacrificing some portion of the local rates. In all divisions of traffic they require to have their local rates out first, and therefore the other companies have to sacrifice a portion of their receipts on the English side, which they ought to have on their own account.

5074. Are not their rates much lower than your rates?—I think not.

5075. (*Mr. Glyn.*) In point of fact, when you use the words "through booking rates" for goods, you do not use them in the same sense that we do in this country, because there is not a general rate from one point to another, but there is a rate charged by the English railway companies and by some of the Irish

railway companies; and, again, there is a higher rate charged by some of the other Irish railway companies?—Yes, I have used those words in this sense; if we make a charge through, say, between Birmingham and a station on the Great Southern and Western line, in the division of that rate, the Irish company would require to have their local rate out first, and then the remainder would be credited to the route between Birmingham and Dublin.

5076. The division of the money which is received into a common purse is not per mile, but it is a division made by the companies in which the larger portion is claimed by the Irish company?—Yes, and that very much cramps the through arrangements; the tax upon the English company is too great.

5077. (*Mr. Horsfall.*) Does your answer apply equally to goods as to passengers, or are your rates not higher on cattle in England than in Ireland?—I think not; I think in most cases they are lower. In cases of through rates of that kind we always endeavour to meet them by making such rates as will develop the traffic of the Irish railways, while, on the other hand, they adhere to their local rates in all cases, which of course prevents the traffic being brought.

5078. (*Chairman.*) Is it your opinion that some of the Irish railways are managed with a view to the profit of the steam packet companies rather than the profit of the railway companies?—Yes, I think so; there is also another difficulty which we have experienced, and that is, as to the question of the sea risk. Several of the Irish companies object to make through rates in consequence of the risk which they think is incurred by the railway companies in booking through. I believe, as the law stands now, a steam packet company is only liable for a comparatively small sum in case a vessel should be lost; whereas, if a railway company books a passenger through, they might be held liable, as a railway company under Lord Campbell's Act; and therefore some of the Irish railway companies refuse to incur that risk, and to join in through rates. That I believe is a very serious obstacle to the development of the through traffic between England and Ireland.

5079. (*Mr. Glyn.*) In point of fact then it comes to this, that for the sake of enabling some of the railway companies in the south of Ireland to charge their local rates, the London and North-western Company pays a penalty by not having any receipt whatever over a certain portion of its line between Holyhead and Holywell?—Yes. And in addition to that, they have in most cases been obliged to take upon themselves the sea risk.

5080. Does that apply to goods as well as to passengers?—It does. I believe the case has never been tried, but the apprehension is, that in the case of the loss of a vessel the railway companies would be just as liable as if the accident had happened on their railway; whereas, if it was the steam-packet company only plying between Dublin and Holyhead, or between Belfast and Fleetwood, they would be only liable to the extent of 30*l.* per passenger, and beyond that not at all; and therefore the Irish railway companies have objected to joining in through rates.

5081. You stated, I think, in the early part of your evidence, that booking through goods was only done to a limited extent; did you use the word "limited" as applicable to a system, or to the whole extent of the traffic in Ireland?—It referred to a system; that is, that the companies, which I mentioned, in the south of Ireland would not make through rates with us to places south of Birmingham; the arrangement was limited to Birmingham and places north of Birmingham, and then only from a limited number of stations.

5082. (*Chairman.*) What reason is given by the Irish railway companies for limiting the through booking to the district north of Birmingham?—I really cannot tell; we get no direct reason for it, except that they object.

W. C. Cuckwell,
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5083. If it be advantageous to them to book through to places north of Birmingham, why should it not be equally advantageous to book through to places south of Birmingham?—In the instance that I have referred to, it was the steam-packet interest that prevented it. To some extent we have through rates with the Great Southern and Western Company to London for goods, but it is not to a large extent, because on other parts of the line through rates to London, or south of Birmingham were entirely refused. We had been trying for so long a time to get a through arrangement made, that we were at last quite glad to accept the thing upon any terms, being in hopes that as things went on, the Irish railway companies would at last extend it.

5084. (*Capt. Galton.*) Do you think it is with a view to increasing the trade by means of the southern ports that they refuse to give you a through rate?—I believe it is, because they have steamers running from most of those ports to London.

5085. Do they give a through rate at the present time to the Great Western Company through Waterford?—I do not know. I think they have through fares for passengers to some extent, but I do not know that they have for goods.

5086. You stated I think that you thought the fact of there being a steam-packet interest on the Irish Railway Boards prevented the development of traffic on the railways, but why should that interest be adverse to the development of that traffic?—If a board is composed of persons who are partly interested in steam packets, they will endeavour to get the rates fixed, so as to take the traffic down to the port in which they are interested, and not to come through by railway to Dublin.

5087. They prefer giving differential rates, which shall carry the traffic towards the port in which they are interested, instead of encouraging traffic generally over the line?—If you take those lines of railway from Limerick and Tipperary to the coast, the rates down to Waterford would be so arranged as to take the traffic down to that port, and to be shipped and taken from thence by steamers, instead of being taken to Dublin, and sent on from thence.

5088. (*Mr. Horsfall.*) Has not the London and North-western Company expended a considerable sum of money in various ports in this country and in Ireland in order to facilitate railway communication?—We have spent a certain sum of money in Dublin in securing a position on the Liffey, where we can ship traffic, and carry it by our own steamers to Holyhead; but we have expended no other money in Dublin.

5089. Has not the London and North-western Company expended a considerable sum of money in Greenore?—No, we have expended none.

5090. Did you not promote a Bill in 1864, which was called a "Traffic Arrangement Bill," for making a harbour and railway at Greenore?—I think I have explained already that it was proposed to make a railway down to Greenore, and we made traffic arrangements with the Irish North-western Company that upon division of the receipts on the traffic passing between that railway and ours, a deduction should be made to defray the working expenses, and to provide a certain amount of interest on the capital expended upon it.

5091. Under the Act that was obtained the London and North-western Company was to construct a railway and a harbour at Greenore?—No; the Act that we obtained was for the purpose of sanctioning traffic arrangements between the Irish North-western Company and the London and North-western Company.

5092. Was it not, in point of fact, to facilitate the construction of a railway from Greenore to Dundalk?—To a certain extent,—I explained that before,—so far as the payment of working expenses went, and interest for the capital expended upon it.

5093. Was that Bill supported, or was it opposed by the inhabitants of Dundalk?—I do not think it was opposed by them.

5094. Were no representations made by the Commissioners of Dundalk against the Bill?—I do not remember that there were; I think that the Bill was passed almost without opposition of any moment, except that which proceeded from some of the English railway companies, who wanted to have the benefit of the line without paying their money, and they did obtain certain facilities by clauses; but I do not think there was any opposition, except theirs, of any moment.

5095. Was there no opposition on the part of the steam-packet companies?—I think the steam-packet companies did appear. There is a steam-packet association which opposes all the railway Bills, and they appear on all occasions where their interests are concerned.

5096. Do you know Mr. Stephen Brown?—No; I do not.

5097. Do you remember to have seen a letter which he addressed to the chairman of the London and North-western company with respect to the Dundalk and Greenore railway?—No. I have no recollection at all of it.

5098. Will you just look at that letter (*handing the same to witness*), and say whether you have seen it?—I have no recollection of this letter at all. I never saw it before.

The following letter was handed in.

"Traffic Arrangements Bill.

"Dundalk and Greenore Railway."

"To the Chairman of the London and North-western Railway Company.

"SIR,

"Being for many years connected with the trade of this port, its harbour, trusts, and steamboat interests, and besides having induced a family with which I am closely connected to invest all their means in your securities, and for part of which I am trustee, I think I am privileged to offer a few remarks on reported evidence before committee for Traffic Arrangements Bill, and to give my opinion on the soundness of the Dundalk and Greenore railway scheme, for which it is said the London and North-western railway are to provide funds or security. When this project was first mooted, a good deal of alarm was felt in Dundalk, and I confess I treated this matter very lightly. I said, 'This is another embryo produced by an inventive engineer, and enterprising attorney, one of a numerous progeny that is daily turning the minds of men from the honest and sober pursuits of business into the vortex of speculation. It will die a natural death, as the common sense of the London and North-western railway shareholders will preserve them from advancing money to make a railway in Ireland, with no other advantage but deep water.' I now think I was wrong. After reading the evidence reported before the Committee, it is plain that at any price or sacrifice to your shareholders, or to other existing interests, traffic must be brought to your line, cost what it may. If the objects of your directors were to promote a railway to Greenore without wanting to inquire into its merits, and to damage the character of this port, and the Dundalk steam-packet company, you selected witnesses to suit those purposes, I impugn the correctness of their evidence. As an importer of foreign grain, having frequently vessels coming to me, drawing from 13 to 16 feet water, and getting them up to the quays in safety, I am at issue with Mr. Barton as to the capability of this port. I further assert, that with 25 years' experience, I never knew an instance when a steamer could not cross the bar for want of water at time of tide, &c., and the cases are not frequent of detention in the river. The want of expansive ideas attributed to the directors by Mr. Byrne, is a disposition on their part to preserve the property intrusted to their charge from being sacrificed to railway interests, without adequate advantage to the traffic. They have always been willing and are now ready to enter into arrangements with both the London and Irish North-western railway on fair mileage rates, and such arrangements have been made, and are actually existing. They have five first-class steamers suited to the trade of Newry and Dundalk; and for upwards of 25 years they have developed and carried the traffic natural to this port with most perfect safety to life and property. I am sorry to have to say that it did not become Mr. Byrne to lift his hand against the port, for which he is solicitor, and a prosperous Irish undertaking, but more so to the general public than to the shareholders, who are not even getting fully 5 per cent. on uninsured property.

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And now, with all due respect to Lord Erne, I will give my version of the story of the daily sailings. In the month of September 1862, a steamer arrived here carrying a number of your directors, including yourself, to confer with the railway and steam-packet directors. The steamer's appearance was looked on as a threat, and seeing that it was the act of a powerful company to overawe a weak one, it was not deemed chivalrous. The conference ended in an arrangement for daily sailings from Dundalk to Liverpool; but after nearly 12 months' trial, the same directors that commenced them, and not the new ones, as stated in evidence, finding their boats sailing two days in the week without cargoes, and their capital wasted, had to return to the four sailings a week.

The present board have no objection to resume daily sailings providing they can get the cargoes to carry or a subsidy to compensate them for loss; but Donnelly's statistical returns show the vast diminution of stock in the country, and the Dundalk steam-packet company cannot carry what does not exist. The carriage of coals and maize inland having diminished, and the small shipments of oats and oatmeal from the interior have also contributed to counteract the traffic of the Irish North-western Railway and the want of daily sailings.

And, now, presuming that a railway will be made to Greenore, and a packet station to Holyhead, what are the advantages to be derived from an expenditure of at least 100,000*l.*? The district is perfectly barren for many miles around, and it possesses no advantage but that of deep water.

The trade of Dundalk will not bear to be divided, and you may do it some injury, and your company no good. The experiment is not worth the cost, and I venture to predict that it will not pay 2 per cent., in either direct or contingent advantage to your line. The Irish North-western railway may carry the goods, but shippers can control their destination; and your company may find after they have expended or guaranteed the money, that the bulk of the shipments will be sent to Liverpool, where they can remain on the steam-packet quay till required, instead of being carried on a long line of railway and thrown on the platform, where any business man knows they are so badly attended to, and railway travelling is not suited to live stock.

We are a poor country, but there is still some capital left in it for legitimate investment, and I think I may safely say, that not one shilling of Irish money, even by the nominal promoters, will be risked in this undertaking of the Dundalk and Greenore railway.

Therefore, I now appeal to your directors to pause before they rush on a project of such large expenditure and doubtful return, and so fraught with peril to your shareholders, and to other existing and tributary interests.

To your Company who have all the power that wealth and influence can command, it is said that the outlay is but as a drop of water to the ocean, but if you are strong, so should you be merciful, and I have lived long enough to know that companies or individuals never have been worse off by observing the golden rule of 'live and let live.'

The Port and Steam-packet company of Dundalk, with some trifling drawbacks, which unhappily are made the most of for other purposes, besides the promotion of traffic, are fully capable of developing all the resources of a natural trade, and that company is most desirous of cultivating the most friendly relations and terms with yours.

If you reject our overtures, give us fair play; to honest English opinion I appeal with some confidence. Promote the objects that you deem best for your company, but let it be done on disinterested evidence that will do us no injustice. We entered no appearance against your bill before committee, from a desire to keep on good terms with you, but statements have been made in evidence which cannot remain uncontradicted. Novelty may divert the traffic from this port for a time, but I have little doubt that it will return to where it has been so well served for many years.

I am not vain enough to suppose that my feeble pen will have any effect on the designs of your mighty company, but I found it hard to remain silent on a project that I consider will affect the interests I represent, and prove a wasteful and injurious expenditure of capital.

I am Sir, your obedient servant,
S. BROWN, Captain."

Dundalk, May 20, 1864.

5099. (*Capt. Galton.*) You have stated that you have through rates with the Great Southern and Western railway company. Have you not also through rates with the Midland Great Western?—We have through rates with them.

5100. Throughout the whole system?—From all the principal stations.

5101. Have you through rates with the Dublin and Drogheda company?—We have through rates with the Dublin and Drogheda company. There is a line made from the Midland Great Western railway, which I think is called the Dublin and Meath railway. The company owning that line made through rates with us, and then the Dublin and Drogheda company also made through rates with us; but we could not get any through rates with them until the Dublin and Meath company had made through rates with us.

5102. Have you any through rates with any other railway in the north of Ireland, for instance, with the Dublin and Belfast Junction company?—We have through rates with the Ulster company by way of Fleetwood, and those through rates are made with us on condition that we take the sea risk upon ourselves.

5103. Do the steamers which run belong to the London and North-western company?—No, they belong to the company running between Belfast and Fleetwood, but the railway companies have an interest in them.

5104. Have you through rates with any other railway companies; with the Londonderry and Coleraine company or the Dublin and Belfast Junction company?—No, I think we have no through rates with them, or if any, it is to a very limited extent.

5105. Or with the company whose line runs between Dundalk and Enniskillen?—That is called the Irish North Western, and there is the Belfast and Northern Counties.

5106. Have you through rates with those lines?—We have, that is, we have through rates with them to some extent, I think I can explain to the Commission shortly what our arrangements are with the different Irish companies. We have through booking of passengers to the principal stations with the Great Southern and Western company, and we have through booking of goods to some extent with that line.

5107. (*Mr. McClean.*) Do you mean for all classes of traffic?—With the Great Southern and Western company we have through booking arrangements to Limerick Junction for both passengers and goods.

5108. For all classes of goods and passengers?—Yes; but beyond that point there is 15 per cent. differential rate charged to Cork, and from Cork it is 20 per cent. in favour of the sea route.

5109. Minerals are not included?—We have not been asked for rates for minerals. Then by the Waterford and Limerick company's line we have a few rates for passengers, not many, and goods rates from Limerick and Tipperary only; but those are limited to Birmingham, and places north of Birmingham. For a few weeks we had goods rates with them to London, but they withdrew them, and we have never been able to get them to renew them since.

5110. (*Capt. Galton.*) What was their reason for withdrawing them?—That I do not know. I believe that line pays no dividend; it would appear to be worked entirely in the interest of the steam-packet proprietors. The Waterford and Limerick company work the Limerick and Ennis, and the Limerick and Foynes railways, and, I think, the Waterford and Kilkenny line. We have no through rates with any of those.

5111. And they are worked you say entirely in the interests of the steam packet companies?—Yes, and those railways run through a very productive district indeed.

5112. With respect to cattle?—Yes, and for poultry, provisions, butter, and eggs, and bacon, and all that kind of traffic. Then there is the Cork and Limerick direct railway, with which we have no through rates. I believe Mr. Pike is the chairman of that company, and he is a steam-packet owner at Cork. With the Cork, Blackrock, and Passage railway we have no through rates, nor have we any such arrangement

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with the Cork and Youghal company. We have through passenger fares with the Dublin, Wicklow, and Wexford Railway company, but we have to pay them 50 per cent. higher fares than they charge for their local traffic between Dublin and Kingstown out of the through fare.

5113. (*Capt. Galton.*) Speaking of passengers going from London to Dublin, do you mean that the fares you have to pay them between Kingstown and Dublin are higher than they actually charge the passengers travelling on that line?—Yes, in addition to which we pay rent for a station in Dublin, and keep our own clerks there.

5114. (*Mr. McClean.*) You have not equal mileage rates with them?—No, their traffic is a local traffic, with the exception of our through traffic. I may add, however, that some of these passengers are brought down by a special train, but there are many passengers to come by it, and we pay the additional sum which I have mentioned out of the through fare. We have through rates for goods also with the Dublin, Wicklow, and Wexford Company.

5115. (*Capt. Galton.*) Is the extra per-centage charged in consequence of their having to run a special train?—No, it is not on that account; they would not book through except on those terms; but they do run those special trains down, and they take out passengers by them.

5116. (*Mr. McClean.*) You have not equal mileage rates with them?—No, they receive their full local rates on goods. We had no sooner made an arrangement with them, than some of the parties interested in the steam packets interfered. The secretary gave us notice of their intention to withdraw from them; we remonstrated, and eventually they agreed to continue them, and they are continued now. I am referring to the Wicklow and Wexford company.

5117. (*Mr. Horsfall.*) Do you meet with any opposition on the part of the steam-packet companies between Dublin and Liverpool?—They are embraced in the joint purse arrangement at present, and by that arrangement we give them the Dublin and Liverpool traffic—in fact, they divide the traffic between Dublin and Holyhead as against Liverpool and Dublin, and it is to them that we pay the additional mileage up to Holywell, making our Holyhead sea route the same distance as the Liverpool sea route.

5118. (*Chairman.*) Is the London and North-western company authorized to hold and run steam boats between England and Ireland?—They are between Holyhead and Dublin and Kingstown.

5119. Are those the only steamers that they run?—Yes. We run our own boats to Dublin. The City of Dublin company carry the mails by their mail steamers between Holyhead and Kingstown. We run our own boats between Holyhead and Dublin, carrying goods and passengers, and also cattle.

5120. (*Mr. McClean.*) Can the London and North-western company put on boats to Greenore?—No, not their own boats, but they have power to make arrangements with the steam-packet companies under the Act of last year.

5121. (*Mr. Horsfall.*) Do you carry cattle from Dublin to Manchester by way of Holyhead?—We do.

5122. Is not the most natural channel to send them through Liverpool?—To Manchester?

5123. Yes?—No, I think not.

5124. Do you not get considerably more railway traffic going by Holyhead than going by Liverpool?—Yes, for the reason that there is *viâ* Liverpool the longer sea voyage for the cattle, and when you get them to Liverpool you have to drive them through the town of Liverpool from the docks to Edgehill. Whereas at Holyhead they are taken from the steamers to the rail, and in a very few months the wharf will be almost close down to the place where the cattle land, within a very short distance of it. From Holyhead the cattle are taken to Manchester by railway, and I do not see any reason why they should not go that way. We make rates

to Manchester by Liverpool, from Dublin with the steam-packet companies, and the rates are the same by both routes, therefore the North-western company do not attempt improperly to divert any traffic from Liverpool that can go that way, on the contrary they afford the greatest facilities for it.

5125. When you speak of the same rates by both routes, do you mean through mileage rates?—I mean the same through rate.

5126. There is a considerable difference in the distance, is there not?—In the one case the distance is greater by railway, and in the other shorter; that is, by way of Liverpool; by Holyhead the railway distance is the longer, and the distance by sea the shorter.

5127. Do you carry cattle from Holyhead to Manchester, which is the longer distance by railway, at the same rate that you would charge for carrying them from Liverpool to Manchester?—We carry them through from Dublin to Manchester at the same rates, whichever route is taken, and to charge any differential rate would mean shutting up the one route; that is, if we charged a higher rate by Holyhead the public would not have the advantage of the shorter sea passage.

5128. If I understand you correctly, you charge the same rate from Holyhead to Manchester by the railway as you do from Liverpool to Manchester?—No; we do not.

5129. (*Mr. Glyn.*) You charge a through rate from Dublin in both cases?—Yes; the local rate from Holyhead to Manchester is very different from the local rate from Liverpool to Manchester.

5130. If I put cattle on the railway at Holyhead, I should have to pay a higher gross rate per mile than I should have to pay between Liverpool and Manchester?—Yes.

5131. (*Mr. Horsfall.*) What rate do you charge on cattle from Holyhead to Manchester?—I cannot tell you at the moment.

5132. What do you charge for cattle from Liverpool to Manchester?—I cannot give you that from memory. I know that we carry the traffic both ways. We carry the traffic by our own boats from Dublin to Holyhead, and so to Manchester, and we carry the traffic in connexion with the City of Dublin steamers, and the screw steamers by way of Liverpool. I may add that we carry the traffic between Liverpool and Manchester to the entire satisfaction of the steam-packet companies.

5133. Is it also to the satisfaction of the public?—I believe so entirely. The cattle dealers select their own route, and the cattle sometimes go by the one and sometimes by the other.

5134. (*Capt. Galton.*) The same charge is made from Dublin to Manchester by whichever route they go?—Yes.

5135. By way of Holyhead the steamers and the railway belong to you?—Yes.

5136. By the other route you pay something to the steam-packet companies, and charge the difference on the railway?—Yes; but the throughout rate is the same by both routes. I may further state that we have through rates with the Midland Great Western company of Ireland to all their principal stations.

5137. (*Mr. McClean.*) Do you mean for all classes of traffic?—Yes, except for cattle. There was an understanding come to with them, I think, once when they were in Parliament, that they should make through rates with us, and they have carried that out; there was some opposition at that time on the part of some of the steam-packet companies; or, at all events, the steam-packet interest, when we had got the rates settled, wanted to alter the times of the trains; that is to say, the trains happened to run pretty well in connexion with our boats, and they wanted to alter the times of the trains to get them to run in connexion with their boats, but they did not succeed in their attempt, and things have gone on very comfortably with them; they have carried out the arrangement faithfully.

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5138. Do they make local charges, or do they charge equal mileage rates?—They have their local charges out of the through rates.

5139. (*Capt. Galton.*) Does that embrace the Castlebar and Sligo line?—No, it does not, but we have through rates and fares with Lord Lucan's line also. With the Dublin and Meath company we have through arrangements; with the Dublin and Drogheda company we have through rates; also with the Dublin and Belfast Junction, the Irish North-western, the Ulster, and the Belfast and Northern Counties. We have through rates with them, but we there take the sea risk.

5140. (*Mr. Glyn.*) In the last case you have mentioned they do not charge their local rate; it is a through rate, is it not?—I think in that case it is mileage, but they are generally local rates.

5141. That is the rule generally?—Yes; with some of the Irish railway companies, and, indeed, with most of them; we have also been obliged to settle accounts through the Irish clearing house, which is a very inconvenient thing for us, but just for the purpose of conciliating them, we have agreed to do so.

5142. (*Chairman.*) Is your traffic in goods from Ireland increasing?—It does not increase much.

5143. Of what articles does the traffic from Ireland principally consist?—The principal traffic consists of pigs, cattle, poultry, provisions, eggs, butter, and bacon, also Dublin porter and whiskey, and in some cases general merchandize, but not very much.

5144. You have stated that, in your opinion, the resources of Ireland have been very imperfectly developed; do you mean that the articles of which the traffic at present consists might be largely increased, or that new sources of traffic might be opened up if they were properly looked after?—Take the cattle traffic, for example. At the present time that is carried on entirely by local rates; each company charges its own local rates, and there is no reason why that traffic should not be carried on in the same way as it is from Scotland, from which country we have a very large traffic both in cattle and in dead meat. With proper arrangements I have no doubt that from Ireland there might be a very large traffic created in dead meat. I believe that this would increase the value of the cattle, because they would be killed upon the spot, and they would not become so deteriorated as they do by being driven along the roads such long journeys; it would also provide considerable employment for the people in Ireland in various ways, in tanning and different other branches of trade, of which there is at present nothing.

5145. (*Capt. Galton.*) Is not the transshipment which is necessary in bringing that traffic to England a great bar to it as compared with the traffic in cattle and dead meat from Scotland?—No, I think not; for instance, the Midland Great Western company have now got their line down to the north Wall at Dublin, from which our steamers start, and they can take the goods out of the waggons, and put them into the steamers which lie alongside the wharf. Again at Holyhead the goods or the cattle would be taken out of the steamers and put on to the railway, and carried on to London. I see no obstacle to it at all. There are other things which are carried in the same way by our English arrangements, for instance, we can now, and we do, send vegetables from Cornwall into Scotland in the early part of the year, and that is entirely owing to the through arrangements which exist amongst the Railway companies.

5146. (*Mr. Horsfall.*) In your opinion would any material reduction of the fares and charges for passengers and goods in Ireland have the effect of increasing the traffic?—I think it would in many cases, and more especially in the case of goods. I do not know as to passengers, but with regard to goods traffic, there is no doubt that a reduction in the charges in many cases would very much increase the traffic.

5147. Without entailing any loss to the railway companies?—They would not get so large a percentage of profit as they do now, but it would largely increase traffic.

5148. (*Mr. McClean.*) Have you any suggestion to make to the Commission as to any improvement that might be effected in the present state of the Irish railways by amalgamation, leasing, or otherwise?—I think there is no doubt that benefit would result from amalgamations in Ireland, if they could be carried out. At one time I took a good deal of trouble in trying to get some arrangement made with respect to a group of railways which lie about Dundalk and that district, the Irish North-western, and the Ulster company's line, and the lines running from Belfast down to Dublin. The railway from Belfast to Dublin is now in the hands of three companies, and whenever that is the case there are always great obstacles in the way of carrying on a through traffic, or in making arrangements, because each company's interest is separate, the chief difficulty that arose in that case was owing to the different values of the properties. I believe there was a disposition on the part of the companies themselves to carry some arrangement out.

5149. (*Capt. Galton.*) Did not the local interests of the different towns operate against it?—I do not think so. I believe the great difficulty was that the Irish North-western railway had no real value, they were paying no dividends, but the other companies were. I think there is no doubt that if that could have been carried out, it would have been a very good thing; the interests of the railways are so mixed up, for instance, the Ulster company uses the Irish North-western line to get to Londonderry; the Irish North-western system also going round by Dundalk, between Londonderry and Belfast. The Ulster company were at that time carting traffic in some cases, for 15 and 20 miles, and in other cases for 30 miles in opposition to the Irish North-western, the whole of the profit must have gone in cartage alone. There is a great deal of that kind of competition going on, which is no benefit to the public, and if anything could be done so as bring these conflicting interests together and have a more united action, I think great benefit would result.

5152. Can you suggest any means of carrying that out?—I am not prepared to suggest the means; but one difficulty is to put a value upon some of these lines, which are now paying no dividend. I do not know how that could be done, unless something was done in the way of assisting them by borrowed money: I mean with regard to their loans.

5151. How would that affect the question?—That would of itself give them some little dividend; it would give them some value, and enable them to be taken into other systems. At the present time the Irish railway boards do not appear to act together at all; the Irish railway boards never do, you cannot get them to do so.

5152. (*Mr. Glyn.*) Are the Irish railway boards governed by local jealousies?—I believe they are. The Irish North-western board is composed almost entirely of Dublin interests at the present time, and not of local interests, and the other boards in the same way. I do not know why it is; but it is not in Ireland as it is in England, for here the railway companies can always work together, and make their through arrangements; in Ireland they cannot do that.

5153. (*Mr. Gower.*) I understood you to say that the present system of through rating is beneficial to the steam-packet companies?—I would rather say the absence of through arrangements.

5154. The limited extent to which they are carried out?—Yes.

5155. Have you considered whether the loss that would accrue to the steam-packet companies in consequence of a more extended system of through booking, would be balanced by a gain to the railway companies?—If the traffic was fairly dealt with be-

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tween both the steam-packet interest and the railway interest, I do not think that either of them would be damaged. I could not recommend any system that should have the effect of depriving the steamboat companies of any advantage they were justly entitled to, for wherever we meet the steam-packet companies we always treat them in the same way as we do railway companies, and we make through rates with them. I think that that is the proper system upon which to deal with them, but not that they should have the traffic exclusively in their hands any more than that the railway companies should have the traffic exclusively in their hands.

5156. What I understood you to say was that the interests of the railway companies are sacrificed to the interests of the steam-packet companies?—I think in many cases they are.

5157. Is there any dissatisfaction felt because the interests are not identical, or have the shareholders in the railway company, who have no interest in the steam-packet company, expressed no dissatisfaction with a system which sacrifices their interests for the benefit of those who are interested in the steam packets?—I have no doubt they have, but I have not come in contact with them much. No doubt their interests must be affected if the traffic is diverted from the railway.

5158. Are you of opinion that if the steamers belonged to an English railway company, a different system would be adopted?—I have no doubt of it. In that case the railway company would throw the railway open to railway traffic as well as to steam-boat traffic.

5159. Are there any Irish railway companies that run any steamers to England?—I think not.

5160. (*Chairman.*) Are these arrangements between the railway companies and the steam-packet companies peculiar to Ireland; and are there no cases of the same kind in England, where traffic is encouraged in some particular direction by offering advantages to persons so to send it?—I am not aware of any case in England where traffic is treated as it is in Ireland.

5161. There is nothing illegal in the arrangements which are made between the railway companies and the steam-packet companies?—I think not. The railway companies have a right to make their own rates, and to develop the traffic in their own way. I mean legally.

5162. You would not suggest that Parliament should interfere in compelling railway companies to give equal rates for goods, whether they were carried by railway or by steamboat?—It would be very difficult, I think, to deal with that. I do not see how Parliament could interfere in that way, except they gave a guarantee to the railway companies of some reasonable dividend; then they would have a right, no doubt, to make their own terms for the conveyance of the traffic by any route.

5163. If the whole system of Irish railways was amalgamated under one Company, do you not think it would be too large to be properly managed?—I do not think it could be properly managed; but I do not think it would be necessary to amalgamate all the Irish railways into one system. They might be amalgamated into three or four systems, which I think would work very well; for instance, all the Railways between Dublin and Cork up to the Midland Great Western forms one system in itself. Then the Midland Great Western and other lines up as far as Sligo and Cavan forms another, and then the group of lines lying beyond would form either one or two others; that is to say, the railways lying South of Belfast, leaving out the Belfast and Northern Counties with the line from Coleraine to Londonderry, to form a separate system; or they might be joined with the others into one. Then these three or four systems could be worked quite independent of each other, or in connection so far as desired.

5164. (*Mr. McClean.*) You would suggest that the whole of the railways in Ireland should be reduced into three or four distinct systems?—Yes.

5165. (*Sir R. Hill.*) Do you know how the total mileage of the Irish railways compares with the total mileage of the London and North-western system?—The London and North-western system consists of about 1,200 miles, and the Irish system I believe is about 1,500 miles.

5166. How would the traffic on the two systems compare?—That I do not know.

5167. The gross receipts upon the traffic carried over the Irish system of railways appear to be about 1,500,000*l.*?—On the London and North-western system the receipts are about 5,000,000*l.*, per annum.

5168. Taking into account the mileage and the traffic do you think that the management of the Irish system of railways would be more difficult than the management of the London and North-western system?—The Irish system of railways is not continuous like that of the London and North-western system. The Irish system is composed of a number of short branches; while on the North-western system, to begin with, from London to Carlisle, and from London to Holyhead there is a distance each way of 300 miles, and you would not find any length of line in Ireland at all like that.

5169. Taking into account the comparatively small excess of mileage in Ireland, and the great excess of traffic upon the London and North-western system, do you not think that the management of the Irish system of railways could be as readily concentrated under one authority or board of directors as the management of the London and North-western system?—It would not be so easy to manage as the London and North-western, for the reason I have already given you, that the Irish railways are composed of a number of small systems, or much more so than the London and North-western is.

5170. (*Mr. Glyn.*) If there was a connecting link in Dublin between all the railways that come into Dublin, would not that materially facilitate the general management?—Very much so, and that is very much wanted. An Act has already been obtained for connecting them together, but I believe the parties concerned have not yet raised the capital necessary for carrying it out.

5171. The scheme languishes for want of capital?—Yes, it is a very expensive undertaking and viewed as a separate system, probably it may not be very profitable. I think it should have been undertaken by the railway companies themselves, who are centred in Dublin, and it would have paid as portions of a large system; whereas it may not pay as a separate system in itself. We have had some negotiations with the parties, and we have expressed our willingness to make arrangements with them, and to pay them out of the through rate, upon the traffic between England and Ireland, a liberal sum in the shape of toll, more than a mere mileage rate.

5172. You are of opinion, even as regards the interest of the London and North-western Company, small as that interest is, compared with the interest of the Irish railway companies in Dublin, that it will answer their purpose to contribute something in order to have that link supplied?—Yes.

5173. (*Sir R. Hill.*) Supposing that to be done, do you think that the management of the Irish railways, as a whole, would then be more difficult than the management of the London and North-western system?—I do not say that it could not be done as one system; it could be done no doubt.

5174. Supposing the management were concentrated under one authority, and the railways were managed with the same energy and intelligence which characterize the management of other large systems of railways in England, what, in your opinion, would be the result as regards the interests of the shareholders?—I have no doubt that the shareholders would be very much benefited.

5175. What would be the result as regards the interests of the public?—They would no doubt be also benefited.

5176. Would they be much better served?—Yes.

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5177. By disregarding all attempts at interference by parties locally interested?—Yes.

5178. Without any further expenditure of capital, except what might be necessary for the construction of the connecting link in Dublin, you think that if the directors and shareholders would consent to a union of the different lines of railway under one managing authority, and their affairs were managed with the same energy and intelligence as is exercised in England, there would be a great gain to the shareholders, and great benefit to the public?—I am sure there would; but you must make a very material alteration in the boards of the Irish companies which had to take the management.

5179. I am supposing the management to be concentrated in one board?—In that way then, I say it would be a great improvement, a great advantage to the railway system and to the public also.

5180. (*Mr. McClean.*) If the Government were to purchase the Irish railways, do you think that English railway companies would be found inclined to lease them and to work them?—I have not a doubt of it; if the Government thought proper to take the Irish railways in hand in any way, either by purchasing them, or by making such arrangements as would give them a control over them, they would find English railway companies ready and willing to assist them in working those lines on the same principle that the English railways are worked. I have no doubt at all that arrangements could be made for that purpose.

5181. (*Capt. Galton.*) It has been suggested that the Government should purchase the Irish lines and lease them out to one limited liability company to be worked. Does it appear to you to be feasible that such a company could work the whole of those lines satisfactorily as one system?—I doubt whether it would be to the interests of the public that the Irish lines of railway should be put into the hands of one limited liability company. I should not think it advisable.

5182. For the purposes of working?—Would they have a control over the traffic?

5183. Yes?—That would be putting into the hands of a company the traffic of Ireland, to sell it to anybody who would offer the highest price, irrespective of public accommodation.

5184. Why would it be less their interest to develop the traffic of Ireland than it is the interest of the London and North-western Company to develop it?—It might be their interest to develop it, but it would also be their interest to carry it by any route that gave them the largest amount of money.

5185. (*Mr. McClean.*) To any particular port for instance?—Yes.

5186. (*Sir R. Hill.*) I suppose if such a union as is contemplated took place, it would be to the interest of the owners of Irish railways to reduce their charges?—I believe that they would reduce their charges on the through traffic, and that they would develop a trade which they have never had there yet.

5187. Might it not be to their interest to reduce the charges on the traffic generally?—I have no doubt that they would in many cases make reduced charges, that is to say, the population of Ireland cannot afford to pay high fares in many cases, and if that state of things was met by making arrangements for market purposes, and for attending fairs, I have no doubt that the traffic might be very largely increased.

5188. Without doing any injury, but on the contrary, securing a gain to the companies?—Yes.

5189. (*Mr. Glyn.*) With regard to the working of a limited liability company, they would, in the first place, lease the line from the Government?—Yes.

5190. At a certain fixed rental?—Yes.

5191. Of course their object would be by lowering the rates to encourage traffic upon the lines in any way that they could get it?—Yes.

5192. I did not quite understand what you meant when you said that they would work so as to divert the traffic down to a particular port. Why should

they do that?—If one port gave them a longer mileage than another, their interest would be to take it that way; but I think that if an arrangement of that kind is made, and the lines are to be worked by a limited liability company, the Government should keep such a control over the lines and over the traffic that they could prevent that being done, so that the lines should be kept open to everybody, and the traffic carried by the shortest route.

5193. (*Mr. Horsfall.*) Is not the system to which you have objected the system which is pursued by the London and North-western company in diverting traffic to a line or in a direction that would give them the greatest amount of income?—No, decidedly not.

5194. (*Chairman.*) In your opinion would it be difficult for a single company to treat all parts of Ireland with equal impartiality?—I do not think it would work well if you placed in the hands of a joint stock company the entire control of all the traffic of Ireland. I think it would be found to work very prejudicially.

5195. (*Capt. Galton.*) You would prefer to entrust the management to two or three companies?—Yes.

5196. Assuming that all the southern railways were amalgamated into one company, the Great Southern and Western and the other subsidiary lines, would not their interest be to carry all the traffic to Dublin so as to have the longest mileage?—No, I do not think so. I do not think it is the interest of any company to divert traffic to any particular place. I think it is wrong of them to close any route, and that they should all be kept open.

5197. Is it their interest to keep open every route?—Yes.

5198. Why do you think a joint stock company would be disposed to divert the traffic to one particular port?—As I understand it, you propose to give all Ireland into their hands, and in that case you would have no competition, they would have the entire control. Whereas, if these railways were amalgamated into groups there would always be competition.

5199. What competition would there be if, for example, in the south of Ireland the Great Southern and Western Railway, the Waterford and Limerick, and other lines, were amalgamated into one?—There would not be so great an interest to divert the traffic from any part of the Great Southern and Western lines to any other ports as there would be if they were at Belfast. If you take the centre of the Great Southern and Western Railway and any of the ports on the coast, you will find that the distance between those ports and Dublin is not so very great.

5200. Take Cork, or Tipperary?—Yes, from Tipperary there is no great difference between sending traffic from Tipperary to Cork or from Tipperary to Dublin, in point of distance; but if the same company had a line to Belfast, there would be great temptation to send it so as to get a much longer mileage.

5201. From the south of Ireland do you mean?—Yes, and which they could do for a great portion of England; the same as to Dublin.

5202. That would be injurious to the interests of the London and North-western Company, would it not?—No, I do not think so; we happen to be in the position of being both north and south of Ireland; and I am speaking of the general interests, not of the North-western company's interests alone.

5203. (*Mr. Glyn.*) You like a little gentle competition?—We never object to it.

5204. (*Mr. Horsfall.*) You do not object to agreeing with other railway companies as to what rates shall be charged?—No, so long as they are fair and suitable to the traffic.

5205. (*Capt. Galton.*) Do you happen to know how the traffic from the south of Ireland to Scotland is carried on; does it go through Liverpool, or by way of Holyhead, or is it taken entirely by sea?—I

think it is nearly or entirely taken by sea; we see very little of it on the railways. There are very good steamers running between Scotland and Ireland.

5206. Then there would always remain the steam-boat competition?—Yes, always; you could not stop that. I think it is very possible that some arrangement might be made by which the Government should have power to take up the matter if they could satisfy the smaller railway companies that they should be amalgamated into some larger system. I think there might be a system of amalgamation into two or three groups, which could be worked either by limited liability companies, or in connexion with the English lines, and such arrangements made that perhaps no loss would result from it; but probably a gain in the end. I am sure that the traffic would be better treated and better developed than it is now.

5207. Do you mean that the Irish lines should be leased to the English railway companies?—I do not say that exactly; but what I say is this, that if the Government would take up the matter, and make arrangements with the English railway companies, or with limited liability companies, to work them, benefit would result. I do not think it would be advisable to hand the Irish railways over to one company.

5208. (*Mr. McClean.*) Do you know that in all the agricultural countries of the Continent of Europe the Governments have assisted both in the execution and in the development of the railway systems, and have borne the loss until the traffic was fully developed: and I believe very beneficial results have followed from that system?—Yes.

5209. Do you see any objection to the Government proposing a reduction in the rates on the Irish railways, and bearing the loss, if any, until the increase of the traffic became sufficient to balance it?—No. I do not see any objection to that, because I do not think that there would eventually be any loss. I believe that the traffic would work itself round, and that there would in the end be no loss.

5210. You think the result would be the same as in the case of the other railway systems of Europe, all of which eventually pay, although at first there is a loss on account of the reductions made in the rates charged?—Yes.

5211. (*Chairman.*) Do you think that the mere transference or amalgamation of the smaller railways in Ireland with two or three larger ones, would be attended with any very great advantage, or do the large railway companies in Ireland manage their affairs in such a way as leads you to repose confidence in their management of a much larger system if the smaller railways were transferred to them?—I have not found from experience that the Irish system of management is at all satisfactory.

5212. You think then that the mere conversion of the Irish railway systems into two or three systems, leaving the management in the hands of the principal railway companies would not be attended with any important benefit?—Not unless there was some alteration made in the boards, or some control was obtained by the Government, or some means were adopted, such as by the appointment of directors, which would give a control over the system.

5213. You think that the introduction of some new element is requisite in the composition of Irish boards?—Decidedly so.

5214. You incline to the opinion that in some way or other Government control and influence should be exercised upon the Irish boards?—Yes; but I do not see how that could be done, unless the Government gave assistance. Then, I think, they would expect to have some control. I do not see what other control could be introduced.

5215. (*Capt. Galton.*) Do you think Government control would be of any advantage in working the traffic?—If the Government made judicious appointments, I think it would. I am sure that anything that would alter the present system would be a benefit.

5216. (*Mr. Dalglish.*) You would not advise the Government to have anything to do with the matter unless they had a certain power in or over the boards?—No.

5217. In your own experience, have you found it very difficult to make arrangements?—Yes, in Ireland.

5218. Both with large railway companies and with small ones?—Yes; for example, when boards of directors have consented to through rates they have always adhered to the narrow-minded system of exacting their local charges and their cartages, and everything of that kind, and their adherence to those things has trammelled every arrangement very much.

5219. Have you not been able to effect traffic arrangements with Irish railway boards so easily as with English and Scotch railway boards?—No; in England, when we make a through rate, that includes cartage at both ends; you tell the public what it costs for the conveyance of their goods from the warehouse until they are delivered; wherever they may go to, they go through; but in Ireland they always want to have either the cartage separate, or to have some separate charge of their own, beyond the through rate, over which you have no control, and in addition to their local charges upon their own railway. They have strictly adhered to the maintenance of those small things, which are a great obstruction; and so much has this been felt in England that it has long since induced railway companies there to abandon these things altogether and to take a liberal view of the matter, allowing the one charge to include everything.

5220. (*Capt. Galton.*) The Irish railway companies do not take a commercial view of the matter?—No.

5221. Would matters be improved do you think, by putting Government directors on the Irish boards?—Yes, if the Government appointed good commercial men, they would; but it would depend upon the appointments.

5222. (*Mr. Horsfall.*) In the shipment of goods, say, from Dundalk to Manchester, by way of Liverpool, does the company pay the terminal charge in Liverpool, or do the shippers pay that?—For the through rate from Dundalk to Manchester, the company perform all the services throughout.

5223. They would not allow the shippers to pay the terminal charges in Liverpool?—There are none to pay.

5224. Is there not something to pay for the transshipment from the vessel to the station?—That is done by the steam-packet company and the railway company together.

5225. You would not allow the shipper of the goods to do that?—The steam-packet company can make their own arrangements with respect to that. It takes the goods from Dundalk, and it would deliver them at our stations in Liverpool; the system there is I think invariably to engage town carters to cart the goods across the town.

5226. By whom are these carters engaged?—In that case they would be engaged by the steam-packet company, and on the reverse journey they would be engaged by the railway company, and we should deliver the goods to the steamer.

5227. You would not allow any shipper of goods to see to the transfer of the goods from the steamer to the railway?—The shipper has nothing to do with it; the goods are sent by the consignor to the consignee.

5228. Supposing a party has a ship laden with grain in Dundalk, and he wishes to forward that cargo to Manchester by way of Liverpool, and he prefers to see to the transference of the cargo from the steamer to the railway himself, would you make any difference in your charge from Dundalk to Manchester as compared with what the charge would be if by your agents, the goods were taken from the ship to the railway?—I cannot see the object of doing what you suggest, unless it be to incur a charge in Liverpool; we should make no charge for it, we make no charge now.

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5229. (*Mr. Glyn.*) It would be a shipment of goods in the first place from Dundalk to Liverpool, to be dealt with in Liverpool by the party himself, and he would make his own arrangements for forwarding the goods on to Manchester, unless they were booked through?—Yes, but now it is a through transaction, no intermediate person is required.

5230. (*Mr. Horsfall.*) If a shipper chuses to say, I will send my grain to A.B. in Liverpool, and A.B. will send it forward to Manchester by railway, would the charge for the shipment from Dundalk to Liverpool, and then from Liverpool to Manchester be the same, the shipper having paid his own charges in Liverpool, as if the grain had been shipped under under your care at Dundalk, and so forwarded?—It would be the same because we should pay the same to the steam-packet company, that company would make no allowance for it, they have their own staff to do it, if anybody else intervenes in Liverpool and does it, there is no expense saved; it is merely employing a broker in Liverpool to pay a sum of money when he is not required.

5231. (*Mr. Glyn.*) If the consignment was from Dundalk to Manchester it would be impossible for any intermediate person in Liverpool to break into that arrangement?—As carriers we could not allow it.

5232. (*Mr. Dalglish.*) Are we to understand that your through rate from Dundalk to Manchester is a lower rate than a party would have to pay, if he sent his goods by steamer from Dundalk to Liverpool, and then paid an agent there to cart the goods to your station, having then to pay the railway charge from Liverpool to Manchester?—I cannot tell whether it would be so or not, but we should do this; we should make the same through rate with the Dundalk and Liverpool steam-packet company for carriage to Manchester by Liverpool (allowing them their sea freight between Dundalk and Liverpool), that we should take it ourselves for, *via* Holyhead.

5233. Is that sea freight that you allow to the steam-packet company the same as would be charged from Dundalk to Liverpool?—In some cases it would be, in some it would not; that would depend upon the rates of freight, but generally speaking is would be. I may state that we have through rates with the Dundalk and Liverpool steam-packet company to England, and we have agreed upon a division; a certain portion as sea freight, and a certain portion as railway freight.

5234. By that agreement is your sea freight the same as it would be if a man came with 100 quarters of oats to the steamboat to be taken over to your station?—Generally speaking, it would; but not in all cases, because the steam-packet freights vary very much; they are local freights.

5235. Is your impression that a man consigning goods from Dundalk to Manchester can do it cheaper by paying your all through rate, than he could if he went with the consignment himself, and attended himself to forwarding it through Liverpool?—I dare say he would save some local charges that would be incurred, if it was a double transaction; that is to say, if the goods were consigned first from Dundalk to Liverpool to some agent there, and then he employed a broker to send the man again to Manchester; there would be his own expenses in Liverpool in addition.

5236. It would cost more in that way than if the party paid your all through rate?—Yes; his local charges are not included in the through rate.

5237. (*Chairman.*) Have you any arrangements with any Irish railway companies with regard to the coal traffic in Ireland?—At the present time there is no through arrangement with respect to coal; we are about to establish a trade, if we can, by joining some of the Lancashire coal owners in making low rates to Liverpool, for the purpose of shipping coal from there to Ireland. The intention is, to establish a line of screw steamers to take the coals from Liverpool to Ireland, and I believe that with proper arrangements there may be a very large coal trade established

between Liverpool and Ireland, which we cannot get at all with the present arrangements.

5238. (*Mr. Glyn.*) Has this been started upon the application of the coal owners in Lancashire?—Yes. They have no shipping trade from Liverpool; the coal trade is principally done from the northern ports, and these coal owners want to have the means of shipping coal at Liverpool. We are now getting powers to make a line, the Bill has already passed the House of Commons, from Wigan to St. Helens, to join the St. Helens railway, which will give an access to Widnes and to Garston, which are considerable places for shipping purposes. The Wigan coal proprietors propose (in addition to the foreign trade) to put on steamers to Ireland; I think they are building some now, to run between Garston and Dublin and other parts, for the conveyance of coal.

5239. (*Mr. Glyn.*) In Dublin, I believe, at the present time there is no communication between the railways and the wharves?—Not at present, but if the Dublin connecting railway is made that will come down to the quays. A Bill has also passed the House of Commons this year to make tramways along the quays in Dublin, and those tramways will communicate with the Midland Great Western railway, and I think also with the Dublin and Drogheda railway.

5240. Have you any idea what the price of coals will be, delivered in Dublin, if this new arrangement be carried out?—No, but very much less, I think, than it is at present.

5241. (*Chairman.*) Do you think it is possible that coal might be delivered in the interior of Ireland at a much lower rate than at present, still leaving a profit to all concerned in the carriage of it?—I think so. The Lancashire coal proprietors calculate upon getting a very large trade indeed to Ireland and if they can carry the coal to Dublin, and put it direct from the steamers into the waggons on the quays, and send it away by railway, they will be able to do it, I think. Again, when that line is made down to Greenore for the Irish North-western line, if they can do the same as in Dublin, they will get a very large traffic indeed in coals to the north-west of Ireland from the Lancashire coal fields.

5242. (*Mr. Glyn.*) It has been stated that the present price of coal delivered on the quays in Dublin is 14s. 6d. per ton. I presume it will be considerably less than that when the arrangements you have mentioned are carried out?—Yes; first of all the railway charge will be reduced to the port in the Mersey, and then something will be necessary to be done in Dublin to prevent the great cost of cartage in Dublin, and that can only be done by the tramways being brought down on to the quays.

5243. (*Mr. Horsfall.*) What is the freight upon coal from Liverpool to Dublin?—I do not know.

5244. It has been stated by one witness that good household coal can be delivered in the Mersey at 8s. 6d. per ton?—I have no doubt it can be.

5245. Then the statement that the price of coals in Dublin is 14s. 6d. a ton must be preposterous?—That is adding 6s. for sea freight, and I have no doubt that it would be taken cheaper than that if they had good screw steamers that would carry large cargoes. The coal from Wigan could be loaded at Garston direct into the steamers, and if they could take it on of the steamers again in Dublin and put it direct into the railway waggons there is no doubt that a very large trade could be done. At the present time there is no coal trade with Ireland by railway.

5246. (*Capt. Galton.*) You stated that if the government could make arrangements for amalgamating or for purchasing certain of the Irish railways and forming them into two or three separate systems, you thought it possible that English companies might be found to work them?—Yes.

5247. Do you think it would be fair that in such a case they should work them upon a per-centage of the gross receipts?—Yes. I think you could not base it upon anything else.

5248. Would you say about 50 per cent. ?—50 per cent. is the general thing.

5249. You think that would give the working company a sufficiently strong interest in developing the traffic ?—No doubt ; their interest would always be in developing the traffic consistently with that of their own lines ; it would give them a sufficient interest in developing the local traffic.

5250. (*Chairman.*) Are there any other matters connected with the Irish railways upon which you could furnish the Commission with any information ?—There is one very important matter which I mentioned some time ago ; the question of the sea risk ; which I think is a great obstacle to the development of the through traffic with railway companies, where they are concerned in through bookings. It appears to be a very unfair thing, that if a steam packet belongs to a steam-packet company, they should only be liable in case of accident to a small loss, while if the steam packet belongs to a railway company, they should be responsible for a very heavy loss.

5251. (*Mr. Glyn.*) The question I believe has never been tried ?—No ; but it is a matter of such uncertainty that many of the Irish companies object to making through arrangements ; the fear of it is sufficient to deter them from running the risk.

5252. Would it not be possible to guard them in some degree on the ticket itself ?—I very much doubt if you could. I do not see why railway companies owning packets themselves should not be treated in the same way as steam-packet companies. I think it would be only a fair thing.

5253. (*Capt. Galton.*) Is it the fact that they are treated in a different manner. Has any accident happened on board one of their steamers for which they have had to pay heavy compensation ?—No. The question has never been tried ; but the Irish railway companies are so convinced of the state of things that it prevents them from making through arrangements, and we have to take upon ourselves all the risk.

5254. Supposing a man booked himself from Chester to Ireland, and he sustained an injury by the blowing up of the steam-boat, or by the wreck of it, if there was any compensation to be paid, it would be paid by the London and North-western Company ?—Yes. The steam-boat company would be only liable for 30*l.*, and the railway company would be the

The witness withdrew.

JAMES ALLPORT, ESQ., called in and examined.

5261. (*Chairman.*) You are general manager of the Midland Railway Company ?—I am.

5262. Have you had occasion to make any arrangements with any of the Irish lines with respect to through booking ?—We have with one company, the Ulster Company, but to a very limited extent. We have found that agreements with other companies have interfered very materially with the through booking of the Irish railways.

5263. Do you mean arrangements between Irish companies and other English companies ?—Yes.

5264. Have your through booking arrangements with the Ulster company extended to goods as well as to passengers ?—To goods only. We have not booked through unless in the case of tourists, those we have booked through, but not ordinary passengers, and only tourists to a very limited extent.

5265. Do your arrangements with the Ulster Company embrace traffic of any considerable importance ?—The through booking for goods extends to the Ulster Railway, and to a considerable extent to Londonderry.

5266. It might be convenient if you stated what the Ulster Company's district comprehends ?—We have booked through from Belfast to Londonderry, Newry, and one or two other places ; but our arrangements have been chiefly confined to traffic coming from the Ulster Company's own line proper.

5267. Have the Ulster Company similar arrange-

parties to be sued, because they had booked him, and the claim might result in a verdict that the accident had happened on the railway, and a large amount might have to be paid.

5255. (*Mr. Dalglisch.*) That enters into the arrangement made between the steam-packet company and your company ?—Yes ; but it is a great obstacle to any arrangements being made.

5256. (*Mr. Glyn.*) The steam-packet companies will not take the risk upon themselves ?—No ; it is a question whether they would be liable.

5257. As a sub-arrangement with the railway company they will not take any risk upon themselves ?—No, they will not take upon themselves any additional risk.

5258. (*Sir R. Hill.*) They would be taking no greater risk upon themselves than if they carried a passenger independently of the railway company, would they ?—Yes. As it is, if a passenger is going from Cork to Chester, he books locally from Cork to Dublin, and then proceeds from Dublin to Holyhead by the steamer for the purpose of booking himself again from Holyhead by railway to Chester. If an accident occurred between Dublin and Holyhead, the steam-packet company would only be liable, under the Merchant Shipping Act, for a sum limited to 30*l.*, but if the passenger was booked by the railway company at Cork through to Chester, and an accident occurred in the same way on the steamer between Dublin and Holyhead, the claim would, in the first instance, be upon the railway company at Cork, where a verdict might be obtained for a large amount under Lord Campbell's Act, and the railway company who had paid that amount, could probably only recover from the steam-packet company the sum which they would be liable for under the Merchant Shipping Act. This state of things very much checks through booking.

5259. (*Mr. Glyn.*) Upon that view of the law the Irish railway companies are acting ?—Yes, and we have in many cases been obliged to take all the responsibility upon ourselves to get any through arrangements made at all.

5260. (*Mr. Dalglisch.*) If you gave two tickets, one for the steamer, and another for the railway, would not that obviate the necessity of through booking ?—The legal gentlemen say it is very doubtful whether it would.

ments with other English companies ?—Yes, they have.

5268. Have you attempted to make arrangements with any other large Irish companies, such as the Great Southern and Western and the Great Midland of Ireland ?—We have. I have frequently requested them to make through booking arrangements, but we have hitherto failed. They have given us the general reply, that their arrangements were already made by agreements with other companies, and when those agreements expired they would consider the question of making arrangements with the Midland.

5269. Have those arrangements of the Ulster Company been of long standing ?—We have no agreement whatever ; it is merely a temporary arrangement from day to day. I believe the Ulster Company has an agreement, which I have never seen, by which a considerable portion of the traffic is diverted by the Dublin route ; we have never pressed it upon them, waiting till they themselves were in a position to arrange with us.

5270. Do you think it is possible that if more complete arrangements could be carried out between the English companies and the Irish companies any large amount of, or any traffic at all could be developed which does not at present exist ?—I have no doubt of it ; I think the Irish railways ought to be thrown open to every English company who can book through, if it is a reasonable route. I may state that

W. Cawkwell,
Esq.

9th June 1865.

J. Allport, Esq.

J. Allport, Esq. from Belfast to some of the very largest and most important manufacturing districts of England the Midland route is the nearest and best. We have met with great difficulty, and we have persevered with the communication between Morecambe and Belfast for many years at a very great loss; but we have now turned the corner, and the boats are paying better than they did.

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5271. Do you think that any additional traffic could be created in Ireland, or merely that it would be better for your company that the existing traffic should be turned in that direction?—My impression is, that the greater facilities you give the more traffic you create. That is my experience upon the English railways, with which I have been most intimately connected; in other words, the free-trade principle, which has been adopted upon the Midland Railway is, I am certain, the best for the companies themselves and for the public.

5272. What steps would you take to bring about a state of things that you think it desirable to enforce on the Irish railway companies,—impartiality, so to speak, between the English companies?—That is a very difficult question. I am not in favour, generally, of compulsory powers for booking through. Companies, to a certain extent, should be left to consult their own interests; but I think, looking at the peculiar position of Ireland, and the complaints which have generally proceeded from the Irish companies of their non-paying qualities, either through want of traffic or want of arrangement, that something should be done by which all the companies in England using, by means of a reasonable route, any part of the Irish railways by means of through rates and fares should be placed upon equal terms with respect to the Irish railways. It would be very easy to make that arrangement. That, I think, would put the whole of the English companies on an equality, and enable us all to develop the resources of the country to the fullest possible extent. I am quite sure that the greater the facilities that are offered for a free interchange of traffic between all the English companies the better position will the Irish railway companies be placed in.

5273. Do you think the circumstances of Ireland would justify Parliament in imposing greater restrictions on all the railway companies in that country than would be advisable in the case of England?—Perhaps they would. I am disposed to think that the Irish railway system is altogether different from the English. There is such a large amount of traffic, and the resources of this country are so much superior to those of Ireland, that I think there ought to be some restriction placed upon arrangements which are made with Irish railways to the exclusion of other companies. It is a very large and important question, and generally speaking, as I stated before, the companies should be allowed to consult their own interests. But of course there will always be exceptional cases; and looking at the universal complaint in Ireland, the only remedy that I can see is to throw the Irish railways open to the whole railway system of England.

5274. (*Mr. Glyn.*) Have you ever proposed that question of through rates to any other company in Ireland besides the Ulster Company?—We attempted some years since to book through to Belfast and the south of Ireland; but we found difficulties in the way and the result was that we gave it up.

5275. Difficulties raised by the boards?—Difficulties raised by the boards themselves in consequence of the agreements which they had with other companies.

5276. (*Sir R. Hill.*) Are you aware that the Irish railway companies have received considerable assistance from the Government in respect to lines, at low rates of interest?—My attention has not been called to that at all.

5277. You are probably aware that they are now applying for further assistance?—Yes, I am aware of that.

5278. Do you think there would be any unfairness on the part of the Government if they were to make these arrangements which you recommend between the Irish railways and the English railways a condition of the further assistance which they are asking for?—If the Government are called upon to assist them by loans I think they should make it a condition that the whole of the Irish railways should be thrown open to the English system.

5279. There would be no compulsion, in the proper meaning of the term, in such an arrangement; it would be a matter of bargain, would it not?—Perhaps I may be allowed to explain what I mean by throwing the system open. I will take the Great Southern and Western Railway, which at present sends its traffic by Dublin. Suppose it should be required to book through, we will say, from Galway to Belfast, and take another route by an English railway; if that route was longer by any considerable distance I think the mileage proportion due to the Great Southern and Western should not be reduced in consequence of lengthening the route by way of Belfast, but that the loss should be borne by the company choosing to avail themselves of the power to book through by way of Belfast. I will take an extreme case. Suppose we choose to book through from London to Galway by way of Belfast, I think the Great Southern and Western should be compelled to take the traffic through, but if the rate per mile were reduced by that, the Great Southern and Western should have the same rate per mile as though they took it from Dublin.

5280. (*Mr. Glyn.*) That is, that they should have the full rate, although the traffic was only carried a shorter distance?—That is a system well known upon English railways. That is a practice commonly prevailing with English railways. We have that arrangement with the North Eastern Company, the Great Eastern Company, and the Great Western Company. If our route is longer than another route with any other company we bear the loss; and it is the same with the Lancashire and Yorkshire Company.

5281. You know the Irish railways?—Yes.

5282. Do you not think that great inconvenience arises from the fact of the country being split up into such small divisions, the different railway companies having different divisions?—I do; I think amalgamation would be exceedingly advantageous to the Irish railway system, and just as advantageous as it has been to the English railway system.

5283. Suppose such a system were advisable, would you have it under one management, or two, or three?—That depends upon circumstances. Of course, if it were under Government management it would be necessary to have one. I think there is sufficient scope in Ireland for two or three systems of railways, but all those systems should be compelled to work in harmony with each other. I think if you attempt to put the entire of the Irish railways under one management, it would become so large, that in time, as the railways extended in Ireland, it would be difficult to manage; but if it were divided into three systems, with compulsory power to make their arrangements *inter se* with each other, I think that probably would be the best arrangement that could be made.

5284. Then you would not think it necessary to have Government supervision in that case?—I am not in favour of Government supervision.

5285. Not even in the particular case of Ireland?—No, I am not. I do not think Government supervision or Government management is in any case equal to private management; I do not think they give the necessary time.

5286. But for the prevention of unfair competition between the respective companies in the respective districts, would it not be necessary to have some supervising power?—I think that might be left to arbitration. Those are details which could be very easily arranged or left to some standing arbitrator. There are several cases now in England where a standing arbitrator is appointed to settle disputes

between one or more companies. I can mention the case of the London and North-western Railway Company and the Manchester, Sheffield, and Lincolnshire Railway Company; a standing arbitrator is appointed in a certain district. By Act of Parliament a standing arbitrator is appointed between the Great Western and the Midland, and also between the Great Western and the North-western for certain purposes. That might be extended to the general arrangements of a company. If there was any complaint of unfair dealing upon the part of another company, they might appeal to the standing arbitrator.

5287. Do you think, in point of fact, with a certain number of general rules laid down, that that would be a proper way to regulate companies amongst themselves, with an arbitration clause added, and that upon the whole it would work well?—I think so.

5288. (*Mr. Horsfall.*) Do you think it would be an advantage if that arbitration clause extended to the public?—Certainly; I would extend it to the public. If the Irish railways call upon the Government to assist them, the Government has a right to put in certain conditions, and I think that it would be a very fair condition, in the interests of the public, to say that a standing arbitrator should be called in to remedy any grievance which the public might have.

5289. Would not that be a good principle to extend to the English railways?—If they called upon the Government to assist them.

5290. But not otherwise?—I think not.

5291. (*Sir R. Hill.*) You are probably aware that it has been recommended that Government should purchase the Irish railways?—Yes.

5292. You appear to object to such an arrangement, upon the ground that Government management is inferior to that of the railway companies generally?—Yes.

5293. Does it necessarily follow that because the Government become the owners of railways that the Government should manage the railways?—I think that would follow.

5294. Could not the Government grant leases of the railways either as a whole, or by dividing the system into two or more?—No doubt they could, but in granting those leases they would be coupled with such conditions that, practically, they would be under Government supervision.

5295. But if a lease could be so framed as not unnecessarily to tie up the hands of the lessees, then your objection would be removed?—If the management of the railways could remain as independent of Government control as they are now, my objections of course would vanish. But it would be a very difficult thing to say that the Government should be the owners of the railways, and that they should not have the power of controlling the management. I fear you would fall into the further difficulty, that if the Government still retained the control, there would be a laxity of management, because nobody would care whether the railways paid or not. If they were leased to individuals then you fall into this difficulty, that the individual or company consisting of half a dozen or a dozen individuals leasing a line would not have exactly the public interests in view, but their own private interests, to such an extent that I do not think you would establish that thorough management which our present system of railway management enforces. At present you have not only the public opinion to deal with, but you have a large number of shareholders; and any one who is practically acquainted with railway management knows that it does not follow that the interests of the shareholders are looked to at the expense of the public. There are a variety of reasons which compel railway companies now to be liberal in their dealings with the public; but I do not see how you could enforce that if you leased the railways to a few individuals.

5296. Might not the conditions in the lease be such as to secure the public interests?—My opinion is that it would be a difficult thing to draw up a con-

dition of that kind. If the lease were drawn, and I was asked to give my opinion upon it, I would do so.

5297. Suppose for a moment the difficulty to be overcome, and the lease to be granted to a small number of individuals, who worked the railway with a view to their own advantage, would not the management of a railway so leased be superior to the management of a railway now worked by a body of directors?—No, I think not.

5298. Why do you think the management of the Government is inferior to that of a body of directors?—It is so in all cases. It must be patent to any one who has had any experience of these public companies and Government that there is not that same supervision, and the same care and economy. And, if I may be allowed to take my own case, if I were a Government officer, I think it is in human nature that I should become somewhat lax in my duties. I should not have that constant controlling power over me, not only on the part of the directors and on the part of the shareholders, but on the part of the public. I always find it so in Government offices; there is not the same energy and attention to the details of business which is found either in private life or in public companies.

5299. Supposing that to be the case, does not that arise from causes which operate, perhaps in a less degree, but which still do operate in a railway board?—No, for this reason; directors are appointed by the shareholders with twofold qualifications; first, they must be shareholders to a considerable extent in almost all the large companies; next they are responsible to the shareholders; if they do not manage the property properly they are subject to be removed by the body of shareholders; but I do not think any governmental body would take so keen an interest in the supervision of a railway as a body of shareholders would.

5300. Do you find, in point of fact, that directors are dismissed by their shareholders for want of energy and intelligence in the management?—I think it is the fact that the shareholders have that power which keeps the directors up to the mark. In most of these large companies we find that the directors are kept up to the mark by the shareholders themselves.

5301. Of course I cannot ask you any questions which involve the consideration of the efficiency of directors under whom you act. But suppose for a moment—take the North-western Railway, for instance—that the secretary, the manager, and the principal officers of that railway were working solely with a view to their own interest, do you not think that the management would be even more energetic than it is?—I think not. I believe, knowing what I do of the North-western and most other companies (I will not speak of my own company), but I will take the North-western—that the directors and officers of that company are as energetic in the management and control of the business of that company as if it were their own. I have no doubt that that is the case.

5302. Supposing it to be an advantage to have a large body of shareholders or proprietors to control the directors of a company, and a body of directors to control the officers of the company,—supposing for a moment that these are advantages, may not those advantages be secured by the Government, when it grants the lease? May it not grant a lease to a company of proprietors who shall appoint their directors, and those directors appoint the manager?—If they were leased to a company, I can see no possible utility in the Government having possession of the railways. It would be merely transferring the railways over to the Government for the Government to transfer them back again to a company. It appears to me that the whole object to be attained is done away with. It is a cumbrous proceeding to get back to the present state of things.

5303. Would it not be a mode by which the objections to Government management would be avoided?—I think not. I for one would not be a party to lease any railway from Government unless

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I had as much power as I have now in managing that railway without consulting the Government. I do not mean for a moment to say anything against any Government officers; but my own experience of the slight supervision which the Government has now over railways is decidedly against Government interference. There is not that experience which practical men have. The Government officials take a certain view of things. Everything must be done on a Government scale, and we find that that is in many cases exceedingly opposed, in my judgment, to the interests both of the company and the public. Perhaps this is not the time to go into a question of that kind; but I can, if necessary give instances in which I have been personally very much opposed to Government officers, and have refused in many cases to carry out their views. One of the members of this Commission is aware that we have resisted the views of Government officers even to the last, when the Government have been obliged to give way, and, as we contend as practical men, for the benefit not only of the company itself but of the public. I must confess from what experience I have had of Government supervision I should be very much opposed to Government having the control of any part of our railway system. I believe the resources of the country would not be developed in anything like the same degree as they are under the present management. I may add that private individuals manage their business perhaps better than companies; but certainly companies manage their business much better than the Government.

5304. Suppose the Government to lease a railway to private individuals, then would not the management be even better than it now is?—If the management were as unfettered as it is now, it would be as good as it is now, but not better.

5305. (*Chairman.*) You do not think that a company leasing a railway from the Government would be influenced by any other motives than those which influence the present boards of directors?—I think that if you leased it to a few individuals, and if Government had the control, then you fall into the difficulties I have pointed out. If they have no control, then they have no supervision of the shareholders or the public, and they will get out of the railway the utmost possible farthing they can. That would be the natural tendency of giving a lease of a railway to private individuals.

5306. Do you know enough of the management of the railways in Ireland at present to be able to state whether in your opinion it is satisfactory to the public?—I think it is, generally speaking. I think the Irish railways are tolerably well managed. I think, perhaps, in some cases, they have mistaken views. As regards rates, I have sometimes thought they have been too high in their charges. I am convinced, in a country like Ireland, to develop the resources of the country to the utmost extent requires low charges.

5307. Do you think that they have done all that can be reasonably expected from them towards developing the resources of the country?—I think they have. I believe, as they gain the same amount of experience which we have in England, that the resources of that country will be developed in the same manner as they have been in England.

5308. Are you of opinion that any of the railway companies in Ireland have been managed with a view rather to the interest of steam-ship companies than to the interest of the shareholders of the companies themselves?—I am not aware of that. I think there has been a tendency to make exclusive arrangements with one or two English companies, which of course I have a strong objection to; but beyond that I do not think there has been any favoritism shown to any steam-ship companies; I am not aware of any case of that sort.

5309. Has the Midland system any connexion with the south of Ireland either by means of railway companies or steam-boat companies?—Yes, by way of Bristol we have.

5310. With what companies in Ireland?—We have had no through booking arrangements whatever. They have invariably refused. The Midland Railway runs to Bristol. We have exchanged traffic with the steam-boat companies trading to that port; but we have had no through booking arrangements with any Irish railway company through Bristol.

5311. Have you any arrangements about coal traffic with any Irish railway company?—No, we have not.

5312. Have you any opinion as to whether much could be done with a view to develop coal traffic in Ireland?—I think it could be very much developed. If the Irish railway companies were to adopt the same free-trade policy which has guided the Midland affairs for some years past as regards coal, there would be a very large increase of the coal traffic in Ireland. I may state that the Midland has now the largest undeveloped coal field in England. Our system has been to make through rates with all neighbouring companies without reference to the traffic passing the longest distance over the Midland Railway. I would give as an instance that although we have a line of our own to within 30 miles of London, and shall shortly have one all the way to London, we exchange a very large coal traffic with the Great Northern Company at Nottingham. Our mileage proportion to Nottingham being very small as compared with our own route to London, the Great Northern charged the same rates from every colliery to London by their route as we do by our own. Although at first sight it might appear to have injured the Midland, inasmuch as, instead of taking from 16 to 25 or 30 miles the longest distance, we should have it on our own line upwards of 100 miles; but the Midland policy with this and other companies has so developed the coal traffic on the Midland that I believe the Midland Company have been more than compensated by the large increase of traffic which has taken place.

5313. (*Capt. Galton.*) You are referring to the coal traffic generally?—I am now confining my remarks to the coal traffic. I may state that probably the largest instance of the development of the resources of a district that I can name in any part of England is this; 17 years ago the entire coal traffic upon the Midland system did not exceed 250,000 tons a year; our coal traffic at the present time is at the rate of 6½ millions of tons. I believe that a very large proportion of that increase is due to the free-trade policy which we have adopted with surrounding companies. We have adopted the same arrangement with the North-western, with the Great Western, with the Great Eastern, and all companies who choose to throw open their lines to us at mileage rates. If we could send our coals to Ireland upon the mileage principle I believe that it would very largely increase the coal traffic of Ireland.

5314. Do you send any coals to Ireland?—I do not think we send a single ton.

5315. (*Mr. Horsfall.*) What is your mileage rate to London for coal?—It varies according to distance and according to circumstances. Our object has always been to give such a rate to a colliery as would enable the coal owner to develop his traffic. The *modus operandi* is simply this: A coal owner comes to me and says, I want to get into the Bristol market or the Birmingham market, or the Southampton market; coals are being sold there at such a rate, they come from such a district; if you will give me such a rate, I think I can develop the trade there. It is my business to inquire into the whole of the facts before I give him an answer, and I do give him such a rate as in my opinion will develop the traffic. That is the mode we have adopted. We adopt no universal scale upon any part of our Midland Railway.

5316. (*Mr. Glyn.*) You have a flexible rate?—Yes.

5317. Determined by the wants of the particular district to which you are asked to send a supply?—Quite so.

5318. (*Capt. Galton.*) What is the highest rate?—The highest rate we have may be for some very short distance. I do not think we have any rate exceeding $1\frac{1}{2}d.$ per ton per mile for coals.

5319. What is the lowest rate?—The lowest rate is about $\frac{3}{8}$ ths of a penny.

5320. (*Sir R. Hill.*) Do those rates include the use of waggons?—No, they do not.

5321. Do they include terminal charges?—No, they do not. On coals we charge a low terminal; to the great bulk of our stations in the country we charge $2d.$ per ton terminals.

5322. For each terminus, or for both?—The coals do not come on at a station generally, they come on at a colliery.

5323. You have a constant charge of $2d.$ in addition to the mileage?—Yes, if we find the sidings at the colliery we charge two terminals, but if we only find the station, then we charge but one terminal, $2d.$ in the country, and $6d.$ in London. The most expensive place except London we charge $3d.$ per ton. I may state also that we never charge to coal owners in the same immediate locality different rates, we always put them upon the same footing.

5324. (*Capt. Galton.*) Do you charge at the same rate for less quantities?—We never make any difference on account of quantity; we think that would be unfair to the smaller traders. We have collieries on the Midland Railway, the capabilities of which are so large that if we adopted that principle they would ultimately absorb nearly the entire coal traffic of our line. We think it is not fair to the small coal owners, and that in fact the man who sinks 10,000*l.* in a colliery ought to have the same rate as a man who sinks 200,000*l.*

5325. (*Mr. Glyn.*) To go back to Ireland. Have you ever made any calculation at what rate per ton coals could be delivered from your district in Belfast provided a fair mileage rate was established?—I believe we could deliver coals in Dublin, including the sea freight, for something like $12s. 6d.$ or $13s.$ per ton.

5326. Are you aware that the present price of delivery at the quay side is $14s. 6d.$, and to the houses in Dublin $16s.$ per ton?—That depends upon the quality. I am speaking now of Yorkshire household coal, which is very superior. If there was a proper system for conveying coals across the channel to Ireland by screw steamers, which I have frequently urged many people to put on, the same that there is between the north and London, and having the same scale of charges that we have for long distances upon our line, and the Irish railways were to do the same, I see no reason why the whole of Ireland should not be supplied very freely with English coal.

5327. Are you aware that at present there is no communication in Dublin between the railways and the wharves?—I am quite aware of that.

5328. Of course the cartage makes a very considerable charge in addition?—Yes, but there are other ports where coals could be brought. I should not confine it to Dublin.

5329. (*Capt. Galton.*) They might be delivered at Belfast, might they not?—I was referring to Belfast; I was not speaking of Dublin. But I see no reason why Dublin should not be supplied also. It would not be from our Derbyshire coalfields. I do not know why coals should not be sent from one of our northern ports to Dublin as well as to Belfast. I should state that the coalfield to which I have alluded extends about five or six miles north of Derby to Leeds, and even beyond, so that the collieries are now opened the entire length of the line. The distance of the route is not very great, but we never attempted to develop it in consequence of the difficulty of getting across and making arrangements with the Irish railways. To show how the coal traffic is enlarging, I may state this fact: any one who travels in the south of England may at any time see the Midland Company's coal waggons from Clay Cross and various other collieries in the Midland district down

almost as far as Exeter. You see them at Southampton and Brighton. I have myself seen them at Dorchester and even at Portsmouth. I mention that to show that coal delivered at that price will go the longest distance you can send it on our English railways.

5330. Do you happen to know at what price it is delivered at Portsmouth and Southampton?—I do not. We do not at all interfere with the selling price at any place, either upon other railways, or upon our own; we are merely carriers; we leave the coal owner and the merchant to fix their own price, we merely giving rates of carriage.

5331. Have you at all considered at what price it should be delivered in Ireland, so that a trade in coals might arise?—Assuming that we charge a halfpenny per ton per mile, the route it would have to be shipped being a distance of probably about 60 to 70 miles, that would be $3s.$ The cost at the pit's mouth at the present time would be, say, about $6s.$ per ton; it is sometimes higher and sometimes lower, but that would be the average at $6s.$ per ton; that would be $9s.$ per ton. There is no reason why the freight across the Channel, if they had screw steamers, should exceed $2s. 6d.$ per ton. I may state with regard to the screw steamers from Newcastle to London, in which at one time I was largely interested, that we were perfectly willing to take a contract for a year at $4s. 6d.$ per ton from Newcastle to London; $5s.$ per ton we considered a very fair price, and out of that $5s.$ we had to pay the city dues, so that, I think, I put a fair sum at $2s. 6d.$ for the communication across the Channel. Then if they adopted the same scale in Ireland for long distances, there is no reason why coal should not be sold on the extreme west coast of Ireland at something like $16s.$ or $17s.$ per ton at the outside.

5332. (*Sir R. Hill.*) At stations?—At stations, of course.

5333. (*Chairman.*) What are the obstacles which prevent such an attempt being made at present?—I think Irish railway boards and managers have not had sufficient experience in coal traffic to justify their adoption of these low rates. I may state that I could mention two or three large companies in England whose boards and managers think that no company can carry at a halfpenny per ton per mile. I think I may appeal to the honourable member on my left, whether it is not the fact, that for many years the North-western considered that anything below one penny per ton per mile was a loss to the company.

5334. (*Mr. Glyn.*) That was some years ago?—That was some years ago. That opinion still prevails, to a certain extent, even in England. The North-western now are thoroughly convinced that low rates tend to a development of the traffic, and they are satisfied to take a mileage rate with the Midland. That opinion does not prevail to a great extent in Ireland, which has had the effect of keeping down the development of the traffic.

5335. (*Mr. Gower.*) Do you think there can be any reduction of rates in Ireland without a temporary loss?—No reduction can take place without a temporary loss. I have never yet, in the whole of my experience, which now extends over nearly 25 years, as a railway manager, made a reduction without a temporary loss, but in many cases that loss has been very temporary; others have extended over a longer period. I have generally found out that in the end it has been a gain, although in some few cases it has been the reverse.

5336. (*Mr. Horsfall.*) Do you recollect what the rate was on the Midland line at the period when there were only 250,000 tons of coals carried?—No, but the were very high. The Midland directors and the manager at that time shared the opinion that low rates for coal were unremunerative. I think the lowest rate we had on the Midland then was a penny per ton per mile.

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5337. Now upon the average that has been reduced one half?—I do not think the average rate on the Midland exceeds $\frac{1}{4}$ ths of a penny.

5338. Was there a considerable loss in the first instance when the reduction took place, or was the increase of traffic so great as to compensate for the reduction?—Reductions have been made from time to time. It was not one reduction, or two or three. Those reductions have extended over a series of years up to the present time. In fact we occasionally reduce even the very low rates per mile we have now. Our present rate to London is 6s. 6d. per ton. It might happen that, owing to a change in circumstances, the trade may change. The northern coal owners would be compelled to reduce their prices very much. The sailing colliers would reduce their freight, and we should have to reduce our rate 3d. or 6d. per ton, which is scarcely appreciable as a mileage reduction; because it would be in the gross sum that we should reduce the rate.

5339. (*Mr. Glyn.*) Do you think there is anything particular about Ireland which would render it more difficult or be attended with greater risk to make those experiments in the reduction of rates there than in this country?—Certainly not in the article of coal, because they have had very little of it.

5340. Generally speaking, both passengers and goods?—I think it should be done with care. Any reduction in Ireland would be at first attended with loss; but the increase of traffic would ultimately make it up. I have always found that in agricultural districts it has taken a very much longer time to make up the loss from the reduction of fares than it has in manufacturing districts.

5341. Do you not think the state of Ireland is such that it would require a longer time, even in those agricultural districts, to recover a great reduction in the fares?—I think it would. The population is comparatively poor, and therefore it would take a longer time.

5342. (*Capt. Galton.*) Can such a reduction be made in one district, and not in another, of Ireland?—Yes, that is frequently done. I may be allowed to mention three instances which have occurred upon the Midland Railway. For some years an opinion prevailed at the Midland board that our passenger fares could not be reduced, and they were rather high. I was constantly urging upon the directors a reduction. We first abolished the express fares upon the entire line between Bristol and Birmingham; and after about five or six months we found that we recovered that loss. We then established it upon the whole line. Again, some twelve months ago, we reduced our fares between Derby and London and the whole of our southern system, by which, on paper, we appeared to lose about 20,000*l.* a year upon that single reduction. That loss recovered itself in about four or five months, or six months at the outside. Of course there is a limit to that. The reduction we made then was from 2½*d.* per mile, first class, to 2*d.* To a certain limit, I believe, low fares are very beneficial both to the companies and the public.

5343. It has been urged in evidence that in Ireland especially the third-class fares should be very much reduced, in fact, to a halfpenny per mile instead of a penny per mile; have you had any experience of low third-class fares?—Yes, I have. It much depends on the district. I have tried the experiment on the manufacturing parts of our line and the agricultural parts. We have fares as low as a halfpenny per mile on some parts of our line, and the returns are very satisfactory. Upon other parts of the line they would not be. In certain districts we have attempted to put third-class carriages upon all our trains. It is a long time before you recover the loss sustained through diverting the second-class passengers to the third class, and that would be the case in Ireland. I should not advocate so large a reduction as from 1*d.* to ½*d.* I think if a reduction were made that it should be made judiciously, say, first of all, to $\frac{1}{4}$ ths of a penny, and then ½*d.*, and so on, until you feel certain to

what extent you may reduce it, and still leave a fair and reasonable profit to the companies. I think it would entail a very serious loss indeed upon the Irish railway companies if they were to reduce it at once from a penny to a halfpenny.

5344. It has been stated that upon some of the Irish railways in particular localities a third-class passenger cannot go and return the same day to some of the stations. Have you any instances where that is the case?—Not except in very long distances, where it is probable that we may have. I do not remember any case of the kind; but it is just possible that from Bristol to Lancaster, which is the extreme length of our railway, a third-class passenger would not have the opportunity of going and returning the same day. In fact, it is almost certain he would not; but in 100 miles I do not think we have any case of the kind on the Midland.

5345. The case which was mentioned, I think, was that a third-class passenger upon any part of the Southern and Western Railway could not go to and from Ennis the same day; but he would have to sleep at Limerick, and then go on the next day from Limerick?—That is a mistake. I do not think such a state of things should exist.

5346. That does tend to check third-class traffic, does it not?—No doubt. I may state that we do issue what are termed "return tickets" at low fares.

5347. Return third-class tickets?—Yes; that is, third-class day tickets.

5348. We have been informed that the only railway which does that in Ireland is the Dublin and Drogheda Railway?—I believe they would find it very beneficial to extend that over the whole system.

5349. (*Sir R. Hill.*) What is the mileage rate of the return ticket?—We take off 25 per cent. from the double fare.

5350. What is the single fare?—One penny per mile.

5351. (*Capt. Galton.*) Upon six miles how much would that be?—10½*d.*; in that case we should not make it 10½*d.*, we should make it 10*d.* We go upon the give-and-take principle. Perhaps in another case if it came to 8½*d.*, we should make it 9*d.*

5352. Do you find that those tickets are very much taken?—They are very much taken, particularly between country places and market towns.

5353. (*Sir R. Hill.*) Do you think it would be to the interest of the railway companies in Ireland if they would do the same?—I think it would.

5354. Are you aware that they do not?—I am quite aware of that.

5355. Then, are the Irish directors an exception to the rule you have laid down, viz., that directors generally are men of great intelligence, promoting the interests of the railway to the best of their ability?—I have been for some years trying to get the same system adopted from all places in England to all places in Scotland, but I have not yet succeeded; the Scotch companies are not so advanced.

5356. Then even railway directors make mistakes occasionally?—I am afraid that is a failing we are all subject to, whether it is a board of directors or a board sitting at Westminster or anywhere else, mistakes will be made.

5357. (*Chairman.*) Have you ever tried to establish a low scale of third-class fares in purely agricultural districts?—I have.

5358. At what rate per mile?—I once made an experiment upon a branch in a purely agricultural district in abolishing second-class carriages altogether and making them first and third class. For a long time it was unsuccessful, although ultimately it became successful; but it was so long in recovering that I think that is an experiment which a board of directors would not carry out to the fullest extent under similar circumstances.

5359. (*Capt. Galton.*) You did not have any second class passenger trains?—We abolished second-class altogether.

5360. Then all those who would have gone second class went third class?—Yes. It was for the purpose of trying the experiment.

5361. (*Mr. Glyn.*) Where was it?—Between Lincoln and Hull.

5362. (*Mr. Dalglish.*) Was the ultimate result that a good many of the passengers who would have gone by the second class changed to the first class?—We reduced the third-class fares; I think some would go by the first class, but an increased number by the third class. It had not that effect for some time, but it did ultimately.

5363. A great many went by the first class?—Yes.

5364. (*Sir R. Hill.*) Would not such an arrangement lead to economy as regards the necessary number of carriages in a train?—Yes. The great bulk of the Irish people will travel in the lowest class, and if they had two classes at a moderate first-class fare with all their trains, and a third-class fare for 1*d.* per mile, and below 1*d.* with return tickets with 25 per cent. off, I think it would have a very beneficial effect upon Irish travelling.

5365. (*Capt. Galton.*) You said it took a long time to recover, in the case you mention how long did it take?—I forget; it is several years ago.

5366. Was it one year or two years?—It has taken more than two years recovering itself.

5367. Then you think two years would be a long time for the traffic to recover itself?—That was in the fine agricultural district between Lincoln and Hull, but it is a very difficult thing to get an agricultural population to travel much; you cannot move them from home, they are not like a manufacturing population.

5368. Do they travel now largely upon that line? *J. Allport, Esq.*
—I cannot speak to that; it is on the Manchester, Sheffield, and Lincolnshire line.
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5369. (*Sir R. Hill.*) Do you know whether the experiment is considered to be successful on the whole?—I do not know whether it is still adhered to.

5370. (*Chairman.*) To revert to a former part of your evidence, supposing Irish railways were to be purchased by the Government, who leased them out to a company, would not a company of that description be willing to wait in all probability with greater patience for the result of an experiment of that kind than could be expected from the present board of directors?—No doubt that would be so.

5371. I mean a company which leased a railway from the Government?—It would depend upon the terms of the lease.

5372. (*Sir R. Hill.*) The lease might require a rising rent, might it not?—No doubt.

5373. The rent beginning low and gradually increasing during the time the lease had to run?—You may put terms in a lease which would make it valueless to a company to take an Irish railway at once at $\frac{1}{2}$ *d.* per mile. It all depends on how far the Government would be disposed to risk an annual loss of a large sum.

5374. (*Chairman.*) Are there any other matters connected with Irish railways about which you wish to make any remarks?—If you will allow me, when I come to consider the evidence I have given, if I find that I wish to add anything, I will communicate with the secretary.

Wednesday, 14th June 1865.

PRESENT :

THE RIGHT HON. THE EARL OF DONOUGHMORE.
THE RIGHT HON. LORD STANLEY, M.P., F.R.S.
THE HON. E. F. LEVESON GOWER, M.P.
SIR ROWLAND HILL, K.C.B., F.R.S.

T. B. HORSFALL, Esq., M.P.
GEO. CARR GLYN, Esq., M.P.
CAPT. DOUGLAS GALTON, R.E., F.R.S.
WILLIAM POLE, Esq., F.R.S., *Secretary*.

HIS GRACE THE DUKE OF DEVONSHIRE, K.G., F.R.S., IN THE CHAIR.

WILLIAM DARGAN, Esq., examined.

5453. (*Chairman*.) You are a contractor?—Yes.

5454. You are at the present time chairman of the Dublin and Wicklow Railway Company?—Yes.

5455. Have you been for some years chairman of that company?—I have been for about a year chairman, but I have been a director of that railway for some years.

5456. Have you paid much attention to Irish railways generally?—Yes, a great deal.

5457. Will you be kind enough to state any opinion that you may have formed with respect to the present fares and charges upon Irish railways?—With regard to the fares I do not think that they will admit of much reduction, unless the railway companies are aided in some way to enable them to make the reductions. Most of the Irish railways are in debt, and they are unable to make reductions which probably they would be disposed to make if they were not in debt.

5458. Do you think that a reduction of the fares would be attended with a heavy loss to the railway companies?—I think so; indeed I am quite satisfied that a reduction of the fares would be attended with loss.

5459. Do you mean a permanent loss or a temporary loss?—I should scarcely like to say, but I should feel afraid that there would be a permanent loss, although I know that many persons differ from me in that opinion. I am afraid that numbers and quantity will not compensate for rates with us.

5460. Will you state to the Commission what are the fares charged upon the railway with which you are connected?—For first-class goods we charge $1\frac{1}{2}d.$ a mile; for second-class goods, $1\frac{3}{4}d.$; for third-class goods, $2\frac{1}{2}d.$; and for fourth-class goods, $3\frac{1}{2}d.$; but the fourth class consists scarcely of anything; they are composed chiefly of insurable articles of a valuable character. I suppose our fourth-class goods do not yield us 100*l.* per annum.

5461. (*Capt. Galton*.) Does the first class consist of minerals?—No, they are charged less; we carry minerals at something under $1d.$ a ton per mile; but I am aware, at least I believe it was stated, that we charge much more. I may mention that there is a great deal of work to do for the mining companies besides the haulage. We take the minerals from them near to the pit's mouth and carry them down a private railway, having to load and reload them into the trucks and ship them at Kingstown. We do everything for the mining companies from the pit's mouth down to the vessel.

5462. Do you find the trucks?—Yes, we do.

5463. Why do the minerals require to be unloaded and reloaded at the junction with the private railway?—They are brought by a small truck down the inclines, and then they are taken out of that small truck; that is, we take them out, and we there reload the minerals into large trucks; but we also carry them upon the private railway for about two miles. I calculate that the expenses that we are put to, outside the haulage, costs about $1s. 3d.$ a ton; and we do all this for them in order to make the traffic somewhat regular and large, and also to avoid accident, for the private tramway runs down our main line.

5464. (*Chairman*.) Is the private tramway worked by locomotives?—It is not; at least that part to which I allude is not; part of it is worked by a very small locomotive.

5465. (*Capt. Galton*.) Of what gauge?—Three feet gauge.

5466. Probably that causes the necessity for re-loading?—Yes; altogether the loading and reloading and bringing down to the platform to be loaded into the railway truck, and then shipping the minerals, costs about $1s. 3d.$ a ton, and we charge about $\frac{3}{4}d.$ a ton per mile for the haulage and waggons. It may appear to be large, but I must mention that the first eight miles from the platform is an incline of 1 in 80, and the whole distance is only 40 miles.

5467. (*Chairman*.) Will you now be good enough to finish your answer as to the fares and charges made upon your railway generally?—I will, but I should wish first to mention that the haulage of the minerals must be necessarily very expensive, because our inclines are bad. Then to go to the passenger fares:—We carry first-class passengers for $2d.$ a mile; second-class passengers for $1\frac{1}{2}d.$, and third-class passengers for $1d.$. To the third-class passengers we issue return tickets, and we run third-class carriages by every train.

5468. (*Capt. Galton*.) What is your charge for a return ticket?—A fare and a half, and it is done to enable persons to get in and out to Kingstown and Bray. In the afternoon, going to and from their labour, we carry them at $\frac{1}{2}d.$ a mile to Kingstown and Bray, without giving them return tickets.

5469. Are they carried over the rest of your line at $1d.$ a mile, and do you issue return tickets?—Yes, but it is only from half-past seven in the morning that we carry them at $\frac{1}{2}d.$ a mile. Again, in the evening we commence at 6.30, when the men leave off work.

5470. Are they what you term workmen's trains?—Not exactly so. We have third-class carriages attached to all our trains, and we issue no return tickets in the mornings or evenings.

5471. (*Sir R. Hill*.) Do you carry all persons who present themselves, whether labourers or otherwise?—Yes, within the times that I have mentioned.

5472. At $\frac{1}{2}d.$ a mile?—Yes.

5473. Why should it answer to carry passengers upon those terms on that portion of your line, and not on the remainder of it?—Because the numbers are very much greater.

5474. Is not that rather at variance with the statement you made in the beginning of your evidence that numbers would not compensate for rates; I meant generally throughout the country; in this case they do.

5475. (*Chairman*.) I understand you to mean passengers to Dublin and Kingstown?—Yes, passengers to Dublin, Kingstown, and Bray are all taken, as I have described, within those hours.

5476. How long have these low fares been in operation?—For two months.

5477. Will you state what has been the result of that low scale of fares?—I do not think they have increased our gross receipts, but the numbers carried have increased very much.

5478. (*Capt. Galton*.) Have these low fares had the effect of diminishing the gross receipts?—I think not. I think they are about equal. I am now speaking of a particular part of the country, where a great number of persons go out and return each day. We carry

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two millions of people on that railway in the course of a year.

5479. (*Mr. Gower.*) Has the expenditure on the railway increased in consequence?—Very slightly.

5480. (*Chairman.*) Has the number of the third-class passengers travelling by these trains very largely increased?—Yes.

5481. They are chiefly to accommodate artizans, I presume?—Almost entirely; or labourers, or people in some occupation or other.

5482. Are there any other places of importance on your line besides Kingstown and Bray?—There is Wicklow and the Vale of Avoca; then there is Arklow, Goree, and Enniscorthy; but we do not make any difference to those places.

5483. (*Lord Stanley.*) I understood you to say that a general reduction of the rates would not, in your opinion, be practicable without a considerable permanent loss?—I think not.

5484. Do you found that opinion upon the comparative scarcity of population in the country and the absence of great towns, or upon what is it founded?—I found it exactly upon what your Lordship states, the absence of population.

5485. In other words, in a thinly-peopled agricultural country the rate of profitable carrying upon a railway is necessarily higher than it is in a thickly-peopled country with many great towns in it?—Yes.

5486. That is, in your belief, at the root of the difficulty of making Irish railways pay?—Yes, I think so; I am quite sure of it.

5487. In fact, if anything, providing railway accommodation in Ireland has been rather overdone with reference to the actual wants of the country?—I had been considering, before I came into this room, that if the railways now in course of construction, or for which Parliament have already granted powers, were completed, no further lines would be required in Ireland beyond the few projects under the consideration of the Legislature in the present session at this time. In my opinion it would be better to develop and utilize the existing railways, than to waste capital and energy on constructing new ones for some time to come.

5488. That is, you do not know of any place where, if there is no railway made now, it would pay to make one?—No, where there is no railway already made, or powers obtained to make it: for instance, we have obtained powers to make a line from Enniscorthy to Wexford, and when we obtained powers to make that line, we provided ourselves with preference stock, but when the depression came upon Irish railways so heavily as it did, we could not get our preference stock out, although it was of a good character, and we were therefore unable to go on with the work. But I declare that I think, if all the railways that are not finished were finished, and the two or three exceptions that I have mentioned were made, I think Ireland would be supplied with enough railways.

5489. Have you considered the question of the great subdivision of management in the Irish railways, and do you think that any considerable saving would arise from amalgamating several small companies into one?—I have no doubt whatever about it. I believe that the Irish railways might be worked for a little over 40 per cent. of the gross receipts at their present rates.

5490. What is the present average cost of working the railways in England?—That is 50 per cent. I think that if the Irish railways were amalgamated and thrown into large systems, either one system, or two or three systems, they would be worked very much cheaper; but I do not think that the English system would do for us, I mean the expenses at which railways are worked in this country. Railways are made and completed in this country with all the appliances possible, with the easiest and most direct manner of loading and unloading goods and of conveying people, that can be introduced, and yet in the great systems their working expenses are 50 per cent. of their gross earnings.

5491. Can you explain to the Commission how that saving would arise, which you seem to think is possible, between 40 per cent. and 50 per cent. upon the gross earnings?—In the first place there are a great many boards in Ireland, and of course there are officers connected with them. By the Board of Trade returns, it appears that they cost 82,000*l.* a year, or 84,000*l.* I am supposing that two-thirds of that expense would be swept away, and then I believe that, with a properly defined system of railways, with the power of using the rolling stock, when they were too busy upon one railway or part of a railway, upon some other; to transfer the working stock, for instance, to such a place as Ballinasloe, where it would seem they are never able to carry all the cattle from; with this power of disposing of this rolling stock, so as to work it most economically, I think great advantage would come out of it.

5492. You think that if they could make their rolling stock available for every part of the country there would be greater economy in the working expenses?—Clearly.

5493. Do you think that there is any insuperable difficulty in the way of such an amalgamation being carried out without Government or parliamentary interference, similar to the amalgamations which have been made in England; *i.e.*, by railway companies seeing that it was the wisest course to adopt?—I have no doubt that it will come to that by and by in Ireland, but they are not prepared for it yet. A great many of our railways are incomplete, and until they get the whole of them completed they will not know what value to put upon any of them. I expect that many of the southern lines will join in, ultimately with the Great Southern and Western line, and probably the lines in the midland part of the country, if they are better provided with capital, will become united with the Midland Company. Then the railway companies in the north are generally pretty well able to take care of themselves.

5494. Do you think that there is any difficulty in the whole of the Irish systems ultimately reducing themselves either to two or to three systems, one to include all the country south of a line drawn between Dublin and Galway, another to include all the central part of Ireland, and a third to include all the northern railways?—I think there will be no difficulty whatever, except what might be the legal difficulty and the opinion of people as to the value.

5495. I suppose the members of the different boards whose salaries were to be economised would object?—They would not like it, certainly not. I do not think that the directors of any line would object, but I think that the officers naturally would object unless they received compensation, as I think they ought.

5496. It is found, is it not, in England, that the directors do consent to amalgamations, and there have been some very large amalgamations of late years?—Yes, and so there would be with us. The directors would consent to sell or to do anything else that would put that property into a better condition.

5497. I suppose that a single company, or two or three great ones, would be able to borrow money upon better terms than the great number of small isolated companies which now exist?—Some of them cannot borrow money at all. I should see no difficulty whatever in working the whole of the Irish system by one company.

5498. Admitting that, do you think there would be any considerable gain in uniting the railways in the north and south of Ireland, or is not each half of Ireland large enough to have its own railway system?—I think so. I think there are about 1,800 miles of railway, and 900 would be very good systems to work.

5499. Do you think it improbable that the railway companies will voluntarily come into an arrangement of this kind?—I should hope that they would do so by and by, but not just immediately.

5500. Why should that be unlikely to be done in Ireland which has been done, and which is being

done every year in England?—I think that we are not sufficiently advanced with our system; there is a great proportion of the small companies which have not completed their lines yet.

5501. Do you mean that they have not money to complete them, and that they cannot raise it?—Yes.

5502. Those railway companies are practically insolvent?—Precisely so.

5503. I presume the shareholders in the lines which are in that condition would be more willing than any others to come into any arrangement whatever that gave them a promise of some return?—Unfortunately I do not see any railway company that is able to undertake the duty that would have to be performed; we have no great companies that would be able to absorb them. Suppose a railway is paying nothing, of course they have a hope, and if they have no money they will not give up that hope without something; but there is no great railway company that is able to give them anything, because they have not got it to give them, and then the shareholders would not allow them.

5504. Have you at all considered the proposition which has been often suggested as to the Irish railways being purchased by the Government?—Yes, I have.

5505. Will you be good enough to express your opinion upon that proposition?—I think that if the Government purchased them, and brought to their aid their better credit, and obtained money at a lower rate of interest they might do a very great amount of good. When I say obtain money at a lower rate of interest, I do not think that the advancement of railways ought to press upon the State at all further than this, to lend them their credit and to let them have money at the same rate at which they can borrow it; that in my opinion would enable us to do a very great deal.

5506. Practically speaking, from 1 to 1½ per cent. would be the difference between the interest which the Government would pay and the interest which the railway companies would have to pay?—Yes.

5507. It would be in effect a Government subsidy?—Yes: At the same time as the promotion of such a plan would so much serve that country, I think it might be worth the while of the Government, provided they sustained no loss by it. There ought not to be any loss by borrowing money on cheaper terms, and giving the railway companies the money upon the terms the Government would get it at. I can see a very great deal of advantage that would result from it if it is a thing that could be entertained; for instance, we are pressed for money upon our railway, and we should not have any objection, but quite the contrary, if we were aided in such a way as to be enabled to complete our entire system; it would not require very much with money at the interest for which Government could obtain it; we should not object to make considerable reductions in the charges for the carriage of coals, pit wood, &c., the fares for third-class passengers, and the rates for cattle, and all cheap goods.

5508. (*Mr. Horsfall.*) To what extent should you be prepared to make a reduction in the rates for goods and passengers?—The extent of the reduction would be in proportion to the amount of the assistance given to us. We should be willing, if what we require was given to us, to make a reduction to the extent of 30 per cent. I do not say this without having consulted the board beforehand, therefore I say it authoritatively.

5509. (*Sir R. Hill.*) Do you mean 30 per cent. upon all your charges?—No; 30 per cent. upon cattle, coals, and third-class passengers, and all cheap goods which are now reckoned as our first-class.

5510. (*Capt. Galton.*) What amount of aid did you say you would require from the Government?—A million and a half. Our railway is peculiar. At the commencement of it probably the only capital in it was what I had myself, and then, as we made portions of the line we got our credit up better; then we went

for another division, and we borrowed money upon that, and we made it out of borrowed money; for instance, we made the railway out of our original capital to Wicklow, and from Wicklow we went to the mines, from the mines to Gorey, and from Gorey to Enniscorthy. Each of those divisions we made out of the credit that we obtained by the extension of the line, and it is for that reason that we are encumbered with so much borrowed money, and therefore so much is required by us. We could make a reduction to a smaller extent if we were aided with a smaller sum.

5511. (*Sir R. Hill.*) You have expressed the opinion that any extensive reduction would be attended not only with temporary loss, but with a permanent loss?—I do not think I expressed myself so decidedly as to a permanent loss. I think I said I should be afraid of it.

5512. What is your opinion as to the permanent effect of an extensive reduction in the rates of charge?—If a very extensive reduction was made there must be a permanent loss.

5513. Would a reduction of one-third upon certain charges be attended with a temporary loss?—It would be only temporary. Our line is a peculiar line. We go through a country inhabited by a great number of people, and I should expect that our increase upon the reduced rates to that extent, added to the benefit we should get by having our debts placed at a lower rate of interest, would enable us to do all I have said without risking the solvency of anything.

5514. What would be the effect of reducing your rates to that extent without receiving any assistance from the Government?—That we should have no money wherewith to pay our interest at the present time.

5515. It would lead at least to a temporary loss?—It would lead us to bankruptcy.

5516. Then do you think that that being the state of things, the Government could advance a million and a half of money to assist your company without incurring a very considerable risk?—I think they could. I believe we could prove that the Government would run no risk whatever, and unless we did prove it I think we ought not to get it.

5517. (*Mr. Horsfall.*) You apply that remark only to the line with which you are connected, and not to the general railway system in Ireland?—Only to the line with which I am connected; but part of our line is not completed, and we should employ the money to complete the line. We should use it also to reduce the interest upon the money already borrowed.

5518. What dividend is your railway at the present time paying?—We have paid 5 per cent. in the last two years. We have a small original capital, only 600,000*l.*; our borrowed capital is 900,000*l.*

5519. (*Capt. Galton.*) Do you include in your borrowed money the preference capital?—Yes.

5520. You regard that as borrowed money?—Yes.

5521. How could the Government, by guaranteeing new preference capital, relieve you from any amount of interest?—That has been the difficulty. I cannot answer that.

5522. Is the preference capital a capital which can be repaid at any time?—No; we have not that power, it is a permanent charge.

5523. I see that you have a preference stock at 6 per cent., 200,000*l.* at 5 per cent., and 300,000*l.* at 5 per cent.?—Yes, but the remainder of the preference stock that you see there is not yet issued.

5524. (*Sir R. Hill.*) Is the interest upon the preference capital always regularly paid?—Yes, it is punctually paid.

5525. (*Capt. Galton.*) You have borrowed money by loan under subsequent Acts without having raised preference capital?—No, we have not touched the loan.

5526. (*Mr. Horsfall.*) How would you deal with those railways that pay no dividend at all?—I can scarcely say; although they do not pay a dividend they have a hope, and they would be compensated

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for that hope. I do not think that they have any chance of ever getting much; but if those railways are dealt with, I certainly would deal with them not compulsorily, but upon a voluntary principle. I believe that if there was a moderately fair price put upon any of those lines of railway they would all come in and take it; but I think it would be wise to let it be done under the powers of a Wharnccliffe meeting, where the majority would carry the remainder with them. I do not think it could be done if it were left to individual dealing, because perhaps a person holding to the extent of 10,000*l.* or 20,000*l.* would stand out for more, and would probably double his claim, but I would coerce them by the powers of the shareholders; for instance, if I was a shareholder I should not like to see another man prevent me from making a bargain that I approved of. I think you would get a majority to agree, and I think it would be a very fair principle to act upon in all cases.

5527. Do you think that the purchase of all the Irish lines might be effected by such means without any great sacrifice on the part of the Government?—I believe that the capital already laid out upon the Irish lines of railway up to this time is probably about 26 millions; in 1863 it amounted to 24 millions, and I imagine that a couple of millions have been expended since that time. I believe that the whole of the Irish railways could be purchased for about 22 millions.

5528. Without resorting to any compulsion beyond that which the shareholders would exercise over each other?—Yes, as they do now.

5529. Are the Commission to understand that you anticipate a great saving in the working expenses if all the Irish railways were amalgamated?—Yes.

5530. Would a saving of one-fifth in the working expenses be effected?—Yes.

5531. Could that great saving be made if certain companies were to refuse to sell their property?—No; I think that the saving would be effected on the lines that would be taken by the Government.

5532. Whether the Government purchased them all or not?—I cannot imagine for a moment any company in Ireland holding out if a fair offer were made, or the Government having only a portion of them, and not the whole.

5533. Do you not think there would be any danger of a company holding out in the expectation of being bought up at a high price?—I think the shareholders would not stand out, individuals might; but I do not think that would happen in the companies.

5534. Dealing with the shareholders as a body, you think that a scheme, including the whole of the Irish railways, might be successfully carried out?—Yes, on the voluntary principle.

5535. (*Mr. Gower.*) What do you think would be the effect of a general amalgamation of the Irish railways upon the further extension of railways; would it put a difficulty in the way of further extensions in Ireland?—I wish it would. I do not know a single yard of railway that ought to be made, except those which I have already alluded to.

5536. Do you think that they would be carried on?—I cannot say; there might be conditions or arrangements made that would admit of their being carried on. I do not think that there would be an insuperable difficulty.

5537. Supposing that a general amalgamation did put difficulties in the way of further extensions, would not that be rather hard upon those districts which are at present unaccommodated by railways?—That is what I have not been able to see, where those districts are.

5538. I believe there are districts in Ireland that have not yet been accommodated by any railways, and new lines are being proposed every year?—I know the whole of the country well, and I do not know where there is any district that would justify the making of a railway, except the three I have named.

5539. (*Sir R. Hill.*) Are there Bills for the construction of new railways now before Parliament?—Yes, and I wish they were to be the last, for they are doing harm every day.

5540. Do you think it would be fortunate if those Bills were thrown out?—No; there is one that I am concerned in myself. I think, referring to those lines of railway in the county of Waterford, that there is justification for applying for them.

5541. Referring to those insolvent companies of which you have spoken, have their shares any price in the market?—They have.

5542. They are transferred; are they?—Yes, they are; they have a nominal price, probably some of them as low as 15 per cent.

5543. Still they are sold at a price?—Yes, they are, and money is paid for them; but there is one thing that I should much like to mention, and that is the injury that is done to us by railway legislation. I think it is a great pity that the rule that was laid down was ever abandoned, in consequence of which parties are enabled to come and obtain powers for the construction of a railway when they have no money to make it with. I think it would be the greatest improvement to our railway system if, when parties come to ask Parliament for powers to make a railway, they were compelled to show that they were able to do what they were seeking powers to do. Let me suppose a case. There is an idle engineer in a neighbourhood, and there are plenty of them, and there is a speculative lawyer; those two men put their heads together, and they go for a railway, and they get parties with legitimate business to transact, and fair-dealing intentions who desire to carry out all their undertakings correctly, and they give them all the trouble in the world. In our own case one of the things that made us unable to issue our preference stock was a railway of the character I have just mentioned having been laid out this year; the parties came to Parliament for a Bill, and people said, "if power to make this railway is obtained it will damage these other people immeasurably," and therefore our credit was knocked down. These schemes interfere very much with legitimate proceedings, and are most mischievous; the lawyers get all our money, and if there is not a penny wherewith to pay a dividend, the lawyer must be paid.

5544. (*Lord Stanley.*) Was not an attempt made and continued for many years by Parliament to ensure the solvency of the promoters of railway schemes, and did it not break down because it was found to be so easy to evade the rule that was laid down?—No, it did not break down; it made things safe all the time, it was in existence, but it was given up. The standing order, I think, was in both Houses that the parties applying for a bill should prove their capability of making the line, and a most legitimate order it was; but now it is only necessary to go to a banker and borrow a sum of money and deposit it, and trifle and play with it, and torment other people.

5545. Formerly parties were required to come with a capital in their hand to obtain the sanction of Parliament, but now they obtain the sanction first, and then trust to that to get the capital afterwards?—Precisely.

5546. (*Sir R. Hill.*) What has been the effect of the competition of the new lines upon the old lines?—Wherever they have come into competition, of course they have damaged each other.

5547. Do you consider that much of the difficulty by which the old lines are now embarrassed is owing to the competition of the new lines?—Yes, a good deal of it.

5548. (*Mr. Horsfall.*) How would you propose to give security to Parliament that parties who apply for bills are able to carry out what they propose?—I would go back to the subscription contract. I think that three-fourths of the capital should be subscribed for beforehand by solvent people.

5549. How are you to prove the solvency of

people?—It did not fail before; that was always easily done.

5550. (*Chairman.*) Do you think it is possible to prove the solvency of persons who put down their names as subscribers?—I do. I think it is possible to prove that sufficiently to the satisfaction of a Committee of either House.

5551. (*Sir R. Hill.*) You estimate the cost of all the Irish lines at about 22 millions?—I think that sum would purchase them.

5552. Can you state the data upon which that estimate has been formed?—The data that I went upon was taking the market price of the shares and adding 10 per cent. for the compulsory purchase. The market price of the present shares is about 20 millions.

5553. (*Capt. Galton.*) Do you think the shareholders will be satisfied with a purchase upon that basis?—Yes, I think they would be delighted.

5554. That is if you took the market price and added 10 per cent. for compulsory purchase?—Yes, I am sure of it.

5555. (*Sir R. Hill.*) You would take, I apprehend, the market price of the preference stock and debentures?—Yes, if a whole purchase was made.

5556. (*Capt. Galton.*) Did you do so in the estimate you have made?—Yes.

5557. (*Sir R. Hill.*) Does your estimate of 22 millions include everything?—Yes.

5558. (*Capt. Galton.*) Having purchased the Irish railways, what would you do with them?—There are so many opinions upon that point that I have never had it clear in my mind what you are to do with them. I think the Board of Works in Dublin might work them all, or some board that was specially formed, and which probably would be better.

5559. You would not lease them to any private company to work?—I do not think that would be an improvement as regards the country.

5560. Do you think you could effect an improvement by establishing a board like the Board of Works in Dublin to work them, which would be subject to political influence?—I think they would be improved by a board. The effect of political influence I do not of course understand.

5561. You do not understand how such a board would be subject to political influence?—No.

5562. How would you constitute such a board?—In the same way as any other board that was appointed by the Government. I think that three commissioners would be quite enough for them, or five at the very outside. I think that three would be better.

5563. (*Sir R. Hill.*) Would you intrust that board with the details of management?—Yes.

5564. Do not you think that you would be likely to have more efficient and active management if the lines were leased to private individuals?—I have not been able to see my way to a lease that could protect all the interests concerned. For instance, I have known a line to be leased as the Midland Great Western was, but when they took it up from the contractor it half broke them to renew it. The condition of their permanent way was very bad, and the rolling stock was eaten out.

5565. Do not you think that conditions might be inserted in a lease that would furnish security against the wearing out of the permanent way and the rolling stock?—I am not sufficiently conversant with that matter to say. I have not thought of the safeguards that would be essential in a provision of that kind.

5566. (*Capt. Galton.*) If safeguards could be devised, would you then prefer to place the Irish railways under a board rather than under private management?—If safeguards could be provided that would protect the public, and protect the property and interests concerned, I would rather place them under private management.

5567. As far as the public are concerned, could not they be protected either by an arbitration clause or by conditions inserted in the lease?—I should say by conditions put in the lease. I do not know what the

public would have to do with an arbitration clause. I should think that the leasing parties possibly might frame specifications and conditions in a lease that would compel the lessees to do their proper duty.

5568. (*Chairman.*) Do you think that if the Irish railways became the property of the Government, and it was thought advisable to lease them, that parties could be found to tender for and to accept a lease of that kind?—I have no doubt of it; I have heard of joint stock companies, new companies, being formed for such a purpose; but I think the parties you would find who would be ready to lease them, would be some of the great English companies, who, for the advantage of getting the Irish traffic over their own lines, would become competitors, and be willing to meet a little loss with us; or if they did not do anything more than just save themselves they would recoup themselves on this side.

5569. Do you think that Ireland would derive any benefit supposing that such a leasing company was to consist merely of persons interested in the English railways?—That would depend upon the conditions under which the lease was made.

5570. (*Sir R. Hill.*) Suppose the Government purchased the Irish railways at the sum you have named, 22 millions, the interest upon that sum might readily be calculated. Then suppose the Government were to make it known that they were ready to grant a lease of those lines to responsible persons for a rent equal to the interest upon the purchase money, but to throw the competition upon the rates at which the parties tendering would engage to work the lines; for example, suppose the Government were to set forth in their advertisement certain maximum rates, say, for instance, the present rates, and then invited parties tendering for the lease to say at what rate per cent. they would work under those rates, and that they gave the lease finally to the party offering to work the lines at the lowest rates of charge. Do you think that would work?—I think it would work well if the Government properly defined what the rates were to be; but I think with reference to the country, it would be better if the reductions were made, not generally, but upon the special traffic; for instance, coals, and those articles which I named before.

5571. (*Mr. Horsfall.*) When speaking just now of one of the great English companies leasing the railways in Ireland, you said that any loss which might accrue on the Irish lines would be recouped on the English lines?—I should expect that they would look forward to that.

5572. Do you think that that would be fair to the English public?—I think it would be fair to the English public, but I do not mean to say that the English public would in this instance be interfered with if the arrangement increased the trade that they would get upon their lines from Ireland; that is the way in which I should expect they would be recouped.

5573. Of how many miles of railway in Ireland are you a director?—Ours is a short line, only 120 miles.

5574. Have you an equal mileage rate over the whole of that line?—Yes, except in those special cases that I have mentioned to you; that is, taking in and out the working people.

5575. I mean both for goods and passengers?—Yes.

5576. (*Sir R. Hill.*) If the security to the Government, under such an arrangement as we have been considering, should appear to be insufficient, do you see any means by which that security could be augmented?—I have been alluding to the great railway companies in England, but in answer to the question I must say that I do not see any means; all that would have to be looked to would be the solvency of the companies tendering for the lease.

5577. The Commission has been informed that there have been instances of landowners and agriculturalists making considerable advances by way of promoting the construction of railways in different parts of Ireland. Do you confirm that?—To a very limited amount. I know that Lord Erne made large advances

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upon the Irish North-western line, and I believe that Lord Lucan and Lord Crofton also made advances; but I do not know of any other instances in which large sums have been so advanced.

5578. Would not the landowners and agriculturalists be largely benefited by an extensive and general reduction of the rates of charge?—No doubt they would.

5579. In consideration of that benefit, do you think they would be willing to give personal security, or security upon their property, in order to carry out the scheme suggested?—The landowners would not give one penny; they will not give any security whatever.

5580. Not with a view to obtaining so important a benefit to themselves?—I think not. That matter has been tried before, and it turned out most unsatisfactorily. The counties of Galway and Roscommon guaranteed a fixed rate of interest of $3\frac{1}{2}$ per cent. to the Government to make up any deficiency that might arise in the receipts of the railway, but nothing could have turned out more unsatisfactory than the whole of that transaction.

5581. In what way was it unsatisfactory?—The railway company and the gentlemen of the counties got to quarrelling with each other, and they involved themselves in legal difficulties.

5582. Would there be the same likelihood of their quarrelling and getting into legal disputes if the railways belonged to the Government?—I think so. I think that they would be very unwilling to do anything. I know that a feeling exists against giving any guarantee either from the baronies or the counties; a guarantee is looked upon as very unpalatable, and I do not think that a guarantee could be obtained from the holders of property, but of course this Commission are better judges upon that than I am.

5583. If it were found that the railway companies themselves could not provide that security, which would justify the Government in applying the funds, which belong to the whole United Kingdom, for the advantage of the Irish railways, can you suggest any means by which assistance could be afforded by the Irish people themselves?—No; I cannot.

5584. (*Lord Stanley.*) Do you not think that some objection might be made and some difficulty felt if a Government subsidy to a large amount were granted to the Irish railroads while no similar assistance was given to railroads or other industrial undertakings in any part of the United Kingdom?—I think there would be, and very naturally, but still we are a country in great distress, and I think that anything that could be done without loss ought to be done to help us.

5585. You would look upon it as a kind of out-door relief to the Irish community at large?—I suppose it would be; but, still, if it were a transaction that could be entered into with safety and security, without touching upon the property of England or of the State in any way, I think it ought to be done.

5586. You say without touching upon the property of the State, because you mean that it would be only lending the credit of the State?—Yes.

5587. It is clear, however, that an equally good case might be made for lending the credit of the State to any other solvent industrial undertaking, and that any other undertaking would be equally benefited by it?—Yes; no doubt of it.

5588. It is also a fact that the credit of the State, however large, is limited in amount, and that similar assistance could not be given to all undertakings that required it?—Yes.

5589. (*Capt. Galton.*) Why should an exception be made in favour of Irish railways?—Because I do not see how they can very well be carried on without it.

5590. You think it is essential with a view to the development of the country?—Yes; I do.

5591. (*Chairman.*) Do you believe that the industry of the country would be very greatly developed if a scheme of this kind were carried out?—I do.

5592. And that Ireland would derive great advantages?—There is no doubt about it.

5593. (*Capt. Galton.*) Would the carriage of coals into the interior of the country, in your opinion, promote manufactures?—There are some manufactures for which the country is suitable, and which would be promoted by it.

5594. What class of manufactures do you refer to?—I think the manufacture that we are now entering upon is that which is most suitable for the country—flax is done—and it does not require cheap railway carriage, that is a valuable article; but there is the woollen manufacture.

5595. In what part of the country would that manufacture be established?—I think in the south of Ireland; it is creeping in there a little. Mr. Malcolmson, who has been examined before the Commission, is carrying out that manufacture very fast.

5596. He lives at Clonmel?—No; at Mayfield near Carrick-on-Suir.

5597. He stated that coal was not required, because he manufactured with water power?—Yes; I am satisfied that very little coal is wanted for manufactures in Ireland, except in the north, for there is unused water power sufficient in almost every part of Ireland to keep going all the machinery that would be required there for a century, no matter how rapidly they worked, and without the aid of coal. A little coal might be required in very dry seasons, just to keep up the regularity of the working.

5598. In what manner would railways promote manufactures if not by the transport of coal?—They would do so in a small degree by the transport of coal; but they would afford facilities for the transport of manufactured goods and of wool.

5599. Is not wool a high-priced article that would not be much affected by the rates for which it was conveyed by the railways?—It is.

5600. In the same way that flax is?—Precisely the same. It would not be much influenced by the rate charged; but it is a legitimate manufacture for the country, and I do not know of many others that are.

5601. Whether the rates charged upon railways are diminished or not, it does not appear that the manufacture of wool would be much affected?—I think not.

5602. Are there any other manufactures that you think would be affected by them that Ireland is adapted for?—I do not know of any.

5603. (*Sir R. Hill.*) Are the peasantry at all likely to do any injury to the railways?—No.

5604. You know of no instance of that kind?—No.

5605. Do you think there would be no risk of that kind if all the railways were to become the property of the Government?—Not the remotest. I think they would be safer in the hands of the Government than in the hands of individuals.

5606. (*Chairman.*) Has any progress been made lately towards an amalgamation of any of the small Irish railways?—I think not.

5607. Do you think that if matters are left as they are the progress of amalgamation will be very slow?—I think so. I do not know why it is, but railway companies with us are often very jealous of each other, one company very often endeavouring, whether legitimately or otherwise, to get hold of the traffic of another.

5608. (*Mr. Gower.*) Do not the public benefit by that?—They benefit when the fares are reduced, of course; but the railway company suffers.

5609. (*Chairman.*) I do not clearly understand why you think the Irish railways could be worked at 40 per cent., while in England the working expenses amount to 50 per cent.?—That is my own experience.

5610. What are the items with respect to which Irish railways can be worked cheaper than English railways?—In the first place, labour is cheaper, and that is a very important item. Coal is a little dearer, and our taxation is heavier, and indeed it surprises me that it should be so. Our taxation is something heavier than the taxation upon English railways.

Coal is cheaper in England, and then we are not subject to the duty on carriers.

5611. But that is trifling in amount, is it not?—Yes.

5612. (*Sir R. Hill.*) In England five per cent. is charged upon the passenger traffic, except passengers carried by the parliamentary train?—Yes.

5613. (*Capt. Galton.*) In what respects is the taxation heavier upon Irish railways? Do you allude to the poor rates, or what do you include in those taxes?—The local rates, and the county rates, and the grand jury rates, and all local taxes. Strange to say, they are heavier with us than they are in England. I obtained my information from the Board of Trade Report, and it astonished me.

5614. (*Mr. Glyn.*) In the 40 per cent. for working expenses do you include the keeping up of the permanent way?—Yes.

5615. (*Sir R. Hill.*) You say that labour is cheaper in Ireland; do you find that when a given piece of work has to be executed—for instance, excavating a large number of cubic yards of earth—it can be done at a smaller cost than in England?—Yes, it can. It requires some little time, until the men are trained to the work, and you must give them better wages than the wages of the country, but they need not have as high wages as labourers in England; but they will do very nearly as much work. That is a question that I can answer with great confidence.

5616. (*Mr. Glyn.*) Have you ever made any calculation of the cost per mile per annum of keeping up the permanent way?—Our cost is about 80*l.* a mile.

5617. That I think very much corresponds with the cost in England?—The cost in England I think is more.

5618. (*Chairman.*) Does that sum include renewals?—Yes, it does.

5619. (*Capt. Galton.*) Does not the cost vary with the amount of the traffic?—Of course it does; but our permanent way costs upon the average about 80*l.* a mile.

5620. Does that include the Dublin and Kingstown and Wicklow section of the line?—I have been speaking of railways generally in Ireland. The Dublin and Wicklow line of course costs a great deal more, because the amount of traffic upon it is heavier. Although some people think it is not so, I know that that has a very great effect upon the wear and tear. You can keep a line up much cheaper with light traffic, which of course stands to reason, than you can with heavy traffic; but the general opinion is that it makes no difference.

5621. (*Mr. Horsfall.*) If the expense upon English railways is only 80*l.* per mile, the cost on the Irish lines ought to be much less, looking at the difference in the quantity of traffic, ought it not?—I think the cost upon our lines is about 85*l.*, but we know nothing yet about the effect upon the rails; we have no line that has been sufficiently long in existence to be giving way yet, except the Kingstown line, but that higher expenditure will come upon us some day or other.

5622. (*Capt. Galton.*) In the evidence given by Professor Sullivan, with reference to the charges made for the conveyance of minerals from the Vale of Avoca to Kingstown, he stated that you charged 25 per cent. upon the total value, and he complained that the railway company did not afford those facilities for the development of that traffic which he considered ought to be afforded?—I know Professor Sullivan well, and I do not think that he is a man that would misstate a fact that he was clear upon, but whoever gave him that information did not tell him all. I have already stated, with regard to that mineral traffic, that we take it from near the pit's mouth, and carry it down by a separate railway, and load and unload it, and ship it for the mining company. We give them their invoice and do everything that is necessary at Kingstown, and the expense connected with those operations, entirely outside the haulage or the waggons, which are our own, is very great. I should

add also that the material is an extremely heavy one, heavier than ironstone. It is sulphur ore, and the wear and tear of the waggons is very heavy, from throwing those masses into and out of them. Our charge to the company is $\frac{3}{4}$ d. a ton per mile for the use of the waggon and the haulage. I should also say that our first incline from the mine is 8 miles of 1 in 80, and almost our best load is 120 tons. We are not charging one penny more than what barely repays us; if anything, we charge them less than what pays us, in order to encourage their traffic.

5623. Do they supply you with a large traffic?—They are now getting into it more; it is a valuable ore; and I think we carry for them from all the mines about 120,000 tons a year. Before we put the railway down and provided accommodations for them, I do not think they averaged 60,000 tons a year; but now hope we shall increase the quantity to 300,000 tons a year.

5624. The rate you charge is not a prohibitory one?—No.

5625. The product of the mines is of some value?—Yes; we have never had any difference with them about the rate; but we have had a difference about the irregularity with which they supplied us with the ores.

5626. You say it is not a very remunerative traffic to the railway company now?—It is only fairly so.

5627. (*Capt. Galton.*) Does the mining company pay very high dividends?—Yes; they are paying, I believe, 25 per cent.

5628. Then substantially you think they have no great grievance to complain of?—None at all. We have put them into this condition, that they can make 5*s.* a ton upon 400,000 tons a year, whereas they endeavour to make six out of one. All they have got to do is to increase their works, and they ought to be a very prosperous company.

5629. (*Sir R. Hill.*) Is it a fair mode of testing the rates of charge to say that they amount to so much per cent. upon the value of the goods carried?—Not at all. I do not consider it any test whatever.

5630. Five per cent. upon the value of the goods might be a high charge, and 25 per cent. might be very low?—No doubt of it, when they are rated upon a per-centage of the article; it is no test whatever as to whether we do the work cheaply or dearly for them.

5631. (*Capt. Galton.*) You stated that you had four or five classes of goods; are those classes uniform all over Ireland?—Yes, they are.

5632. Do all the Irish companies adopt the same classification of their goods?—I believe so; we charge the same mileage rate to all places.

5633. But do all the railway companies in Ireland put the same articles into the same classes that you do?—Yes, they are all taken from the clearing house; they are arranged there.

5634. Then the classes are uniform on all the Irish railways?—Upon every one of them.

5635. As well for the local traffic as for the through traffic?—Yes; I believe there is some difference made upon the through traffic, but the extent of that I do not know. I cannot tell you what the classification is, but the rates are not uniform.

5636. Do all the railway companies in Ireland adopt the same classification for their goods?—Precisely.

5637. (*Mr. Gower.*) You think that no partial reduction might be made that would be unaccompanied with a loss?—Yes, there might be. We should be very much better pleased to receive less assistance, that is, only sufficient to enable us to complete our system and to make a reduction of 10 or 15 per cent. We should be much better pleased to get assistance to the extent of one-third of what I have mentioned, and to make a reduction of 15 per cent., than to get assistance to the full extent and make a reduction of 30 per cent.

5638. (*Sir R. Hill.*) You are speaking now only of your own line?—Yes, but I think that we stand

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in a very peculiar position for testing the principle of the thing, and I think therefore that it might be worth while to make the experiment because if it proved successful it would draw others after it.

5639. (*Lord Stanley.*) In what way is your line in a peculiar position?—The peculiarity consists in the nature of our traffic. We have a large suburban traffic, and the experiment would tell well upon numbers there. I think that a reduction of the rates would be likely to be better made upon our line on account of the numbers that travel by it than upon any other. We have made some reductions lately, but we have not found that we derived any benefit from them.

5640. (*Capt. Galton.*) Those reductions have only been in operation for a year, I think?—Yes, but the reduction that I particularly allude to has been made within two months. We made a reduction of about 10 per cent. under the Great Southern and Western Company, a uniform reduction, but we have not found, in the course of two months, (although this has been an exceptional year in Ireland owing to the Exhibition), more people coming, so as to be able to recoup ourselves, nor have we made the same progress that we have in other years.

5641. Is not a period of two months rather a short time to make an estimate upon?—Yes; I am only stating a fact; we did try it, and I suppose we never can go back again. I hope it will recoup us after a while.

5642. Are your rates for parcels low?—Yes, and a very large proportion of our parcels is carried for nothing. Our subscribers get their parcels carried for nothing.

5643. To whom do you refer as subscribers?—I mean the season ticket holders. We have about 10,000. a year that comes in from season tickets, and all the holders of these season tickets get their parcels carried free.

5644. Do you consider that that is a good system?—No, but we cannot alter it; complaints come in upon us so heavily. When we tried to alter it we thought we had better let it be as it was.

5645. Do you not think that it would be better to reduce the price of the season ticket and charge for the parcels?—No; the passengers would not be content with that, do what we will; they have been accustomed to it for twenty years and they would not like it altered.

5646. (*Sir R. Hill.*) Is it not a privilege that is open to great abuse; for instance, does not a subscriber sometimes get the parcels of a non-subscribing friend carried for nothing?—I am afraid too many of them; a man sends for himself what belongs to another.

5647. (*Mr. Glyn.*) Is the parcel limited to weight?—It is limited to 56 lbs. in one day.

5648. (*Chairman.*) Do you charge the same mileage rates for long as for short distances upon your line?—Yes, with the exception of those evening rates for the labouring poor which I have already mentioned.

5649. Both for passengers and goods you charge the same mileage rates?—Yes.

5650. (*Sir R. Hill.*) Are those parcels carried for nothing and also delivered?—No, the servants of the subscribers take them from the stations, but I should mention that our subscriptions do not extend beyond thirteen miles from Dublin. With reference to what was mentioned a short time ago, I wish to say that if we could make a less extensive reduction upon receiving less assistance we should prefer it.

5651. (*Chairman.*) You think that it would pay your shareholders better to receive a small amount of assistance and to make a small reduction, than to receive a large amount of assistance and make a greater reduction?—Yes, it would.

5652. (*Capt. Galton.*) Do you mean because under those circumstances you would be more free from Government interference?—No; it is because I think it would pay us better. We have no objection

to Government interference whatever. I should mention to the Commission with respect to the parcels, that one of the inspectors from the Board of Trade made a special report upon our charges, and he stated that our charge for parcels was cheaper than on any line in the United Kingdom.

5653. What rates do you charge for parcels which are not conveyed for subscribers?—I really cannot tell you at the moment.

5654. (*Sir R. Hill.*) Is the number of the parcels so carried for subscribers very large?—Yes, particularly so for subscribers, those who have nothing to pay for them; but the other parcels are not so very great in number.

5655. (*Capt. Galton.*) You stated that as chairman of the Dublin and Wicklow Railway Company you would be prepared to accept a certain amount of assistance from the Government, and that you would then reduce your fares in a certain proportion?—Yes; we should reduce our fares in a certain proportion, but in addition we would undertake that the security should be perfect, because we should have this to fall back upon; we pay a dividend on our original shares now, but if there was any deficiency we could apply it to the payment of what would be naturally chargeable to it.

5656. Do you consider that your company would be prepared to give up their shares in the line upon the conditions you have mentioned at 10 per cent. advance upon the market price?—We would give up the whole line. These are questions that I thought the Commission would very possibly put to me, and I therefore spoke to the board upon the subject and discussed the matter with them, and I am able to say that we should be quite prepared to do what I have stated. We possess a peculiar power. The shareholders think pretty well of us, and they never refuse to abide by our advice. We would either part with the whole or we would take a subsidy which would enable us to complete our line and reduce our rates proportionately. A reduction in the rate charged I think would be most beneficial to the poor. A man who travels in a first-class carriage does not care about it, the fare that is charged is low enough at present; to the man who travels second-class a reduction might be of some little use; but it is the third-class passengers, looking at their numbers, who want to be served in Ireland, and if we could make the railway fares so cheap as to take away the inducement to a man to walk we should then carry them; but I doubt whether we could do that.

5657. The time of a man is not so valuable in Ireland?—No.

5658. (*Sir R. Hill.*) Is it the practice among the Irish labourers to go considerable distances daily in search of work?—No.

5659. Then they do not want to travel much?—No; they have no occasion to travel, they live at home on their little farms or at their place of labour, and they have no money to spend.

5660. (*Chairman.*) Do the small shopkeepers travel to any extent in Ireland?—Yes, they do.

5661. Would not the small shopkeepers generally travel third class?—I think they would.

5662. (*Sir R. Hill.*) If the labourers have no occasion to travel much, would there be any great advantage in making a large reduction in the third-class fares?—I think there would. I think that it would induce travelling among that class of persons. When we reduced one-half upon the Kingstown line, I do not think we lost any money by it, but still it was peculiar, because the line runs through a thickly peopled district.

5663. (*Chairman.*) Do you think that any purchase of the Irish railways by the Government ought to be an entirely voluntary transaction on the part of the companies?—Yes, I do, and I think that it would be adopted by all of them.

5664. Would there not be a fear, as there is so large a number of companies in Ireland, that a few would stand out and obstruct the completion of the scheme;

for instance, in the north of Ireland there are many small companies, and might not one or two of those stand out?—Yes; and if they did I would leave them there.

5665. You would not ask for compulsory powers to compel them after a certain time to come in?—They would very soon come in if there was a limit as to time. I think you would have them all.

5666. (*Sir R. Hill.*) You would say this is an offer made to the whole of the Irish railway companies, and if it be accepted by all the Government will take the railways, but if not accepted by all they will not take any?—I should be much afraid of that offer, because I think it would drive the small companies into the view of holding out, but I would leave those who were unwilling out of the system, and if there was any probability of their being left out of the system I think that they would all come in.

5667. You think that the traffic might be so worked as to force them into the system?—Yes.

5668. (*Mr. Glyn.*) You would want some precautions so as to prevent any impediments being thrown in the way of the traffic to be worked over their lines?—Yes, I think that ought to be done. You can do that now under the present law.

5669. (*Capt. Galton.*) Would you leave that to the existing law?—I think it ought to be done; where a party chooses to stand out of a great system or scheme of that kind there ought to be running powers over their line.

5670. (*Mr. Gower.*) If the Government made large reductions in the charges as part of the plan, and certain of the railway companies attempted to work by themselves, should they be obliged to make similar reductions?—Yes, and they should be forced to come into the system.

5671. (*Capt. Galton.*) Suppose, for example, that the Ulster Railway Company held out?—They must do as others would do. The Ulster Railway Company would be very glad to come into an arrangement of that kind.

5672. I am assuming the case of one railway, which forms an important link in the line between Dublin and Belfast; because unless that company came into the arrangement there would be no communication possible over its line, unless it were part of the system?—Then there should be the power which has been just mentioned; there should be power to run over their line.

5673. But that is a power which is scarcely ever conceded to a private company, to run over the line of another company solely because it is a link in a system, except for very short distances, or under very special circumstances?—In this case I think it ought to be so. I think the advantage of the thing would be so great and more important than interfering with any precedent.

5674. Then it would be a voluntary arrangement, but if they did not accede to it it would remain a matter of compulsion?—Yes.

5675. (*Mr. Glyn.*) In carrying out a large arrangement of this sort, you would not allow any of the parties to throw any impediment in the way?—Certainly not.

5676. (*Chairman.*) I think you stated that you had had some experience of railway companies leasing a railway?—Yes. The Midland Railway Company leased their line at one time, that is, the working of it, or the haulage, and I have heard them very often complain that they got their rolling stock and their permanent way into such a bad condition, that it proved a very unfortunate transaction for them, having let the line go out of their power altogether.

5677. Do you know how the public was served during the time when the line was leased?—The public was served properly, for the leasing parties were bound to run the trains under the direction of the company; they had a mileage rate, and the company fixed the number of trains to be run and the hours.

5678. Then the leasing company were not left very much to their own discretion?—No, they only had an interest in the work.

5679. (*Sir R. Hill.*) Were there any clauses in the lease the object of which was to secure the rolling stock on the line against deterioration?—I think there were some clauses, but they were found to be defective.

5680. (*Capt. Galton.*) Was it done in the shape of a reserve fund?—No.

5681. (*Chairman.*) Do you think that a company leasing a line would work the line on different principles in any respect from those on which they are usually worked by boards of directors; in other words, would they look more to the ultimate profit than to the immediate profit?—I think that they would look to both; but I think the probability is that, if anything, they would look more to the immediate profit.

5682. (*Sir R. Hill.*) It would depend upon the terms of the lease, would it not?—Yes, it would; but I think that people are very fond of immediate profit.

5683. Is there any practical difficulty in a landowner granting a lease of a farm and securing himself against the deterioration of the buildings or the land?—I should think not.

5684. Do you not think that similar means might be employed for securing the owners of a railway against injury?—I suppose there could be means devised for that purpose; but I have simply mentioned as a fact the single case that has come within my own knowledge.

5685. In that particular case, perhaps, sufficient care was not taken in framing the lease?—I do not think there was.

5686. (*Mr. Glyn.*) From your experience you think that there would be no difficulty in forming such a depreciation fund as to meet all those points?—None at all.

5687. You think that so much practical experience has been gained as to the working of railways in all their branches that there would be no difficulty upon that point?—I think none.

5688. (*Sir R. Hill.*) Have you seen Mr. Bidder's evidence?—No, I have not; but I understand that Mr. Bidder had some lines in this country leased, and that they got through it very well; but the question comes in there, had they entire control of the rates, and of the working, and everything; did they step into the company's place and work the line?

5689. (*Mr. Glyn.*) The leasing company had full power to reduce or to raise the rates, and to make what arrangements they liked for working the traffic?—That is the very thing they object to in Ireland; they say that our rates are too high. I think that the leasing company might have their rates prescribed to them, and that they should be bound to carry those rates out. I would let them reduce them as much as they liked.

5690. But you would fix a maximum in the lease?—Yes.

5691. And that maximum would be a reduction upon the present maximum?—Of course.

5692. (*Chairman.*) Would you allow them to reduce the rates in some instances and not in others on the same description of traffic; for instance, to have a different rate from Dublin to Cork than from Dublin to Belfast?—I think that would be objectionable. I have not thought of that, but what I have thought of was this, that upon the same railway I would not allow them to make different charges.

5693. (*Capt. Galton.*) That is to say, not to charge a lower rate per mile for a long distance than they did for a short distance?—I think not.

5694. You do not think that that is reasonable?—No.

5695. Why not; does it not cost proportionally less to a railway company per mile to carry goods a long distance than it does for a short one?—There is no doubt that it does.

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5696. (*Sir R. Hill.*) Do you see any objection to terminal charges?—I was going to say that I would regulate the matter by a terminal charge.

5697. Then the total charge would vary per mile, would it not, and it would be less for a long distance than for a short one?—I would make the charge uniform per mile on a line, but I would allow a terminal charge to be made, and that would regulate it.

5698. If the total charge were divided by the distance, it would give a higher rate per mile for a short distance than for a long one?—Yes.

5699. You see no objection to that?—No.

5700. (*Mr. Horsfall.*) Would you allow a railway company to vary the terminal charge?—I think not.

5701. (*Mr. Glyn.*) You would have a fixed terminal charge at a particular place, to be governed either by the rules of the place as to cartage, or the labour, or by particular circumstances at each place?—Yes. I think that the cartage and labour would be separate from the terminals; if you go to delivery, I think that that involves some difficulty.

5702. What do you include in the term "terminals"?—Simply the loading and unloading of goods.

5703. In the railway station?—Yes.

5704. (*Mr. Horsfall.*) Is it not desirable, inasmuch as there is a maximum charge for carriage, to have also a maximum rate for terminals?—Yes, I think so.

5705. (*Chairman.*) If traffic to some particular place could be obtained by charging a very low rate, such as would leave a smaller profit to the company than in ordinary cases, would you make them reject that traffic because they would be carrying it at a lower rate in that particular instance?—No. I do not think I should restrict them as to the lower rate at all.

5706. You would allow them to carry any particular description of traffic at any rate they pleased, however much it might be below their ordinary rate?—Precisely.

5707. (*Sir R. Hill.*) Would you allow them to carry the traffic between the same places at a lower rate for A than for B?—No, certainly not; nor do I think it would be just or fair to carry at a less mileage rate into one district than you carried over the line generally, except so far as the terminal charge was concerned. I do not think it would give a fair chance to the traders. I believe we have two railways upon which there are differential rates. I do not know them exactly, but I have heard it complained of, that these differential rates give an advantage to parties, where the railway company carries cheap, over other parties.

5708. (*Capt. Galton.*) If all the Irish railways were placed in the hands of one company you would desire, I suppose, to have some means of settling the differences between the public and the railway company, by arbitration, or some arrangement of that kind, so that one district should not feel itself aggrieved at the expense of another?—I should leave that power with the Government; or with the Board of Trade it would be better.

5709. So that they should prescribe the rates?—Yes, to prescribe and equalize the rates.

5710. (*Sir R. Hill.*) You would make the Board of Trade a court of appeal?—Yes.

5711. (*Capt. Galton.*) You would prohibit any special rates between certain parties and the railway

company?—I do not know; there are special rates made upon every railway, and I do not think that those could be prohibited.

5712. If special rates are not to be prohibited, how can you do more, in providing for the traffic, than fix a maximum rate subject to any reduction which the company carrying chooses to make?—I would not seek for anything further. I think that that is quite sufficient. I would allow them to make lower rates; but for the same article they should make the same rate to every party.

5713. Without reference to the quantity the party sent?—No; I think that quantity has something to do with it, and I think that seems to work well.

5714. Would you allow a discount for quantity?—Yes.

5715. (*Sir R. Hill.*) But still extending that rule to all?—Yes.

5716. (*Capt. Galton.*) Would you have the rates published?—Yes, I would.

5717. So that anybody could go and ascertain what they were?—Yes.

5718. It is the practice on continental railways?—I do not know, but I think it ought to be so on every railway.

5719. (*Chairman.*) Suppose the Irish system of railways to be in the hands of one company, and they found that upon one part of their system, say, from Dublin towards Cork, they could get traffic of a particular kind at 1d. a mile, but that between Dublin and Galway they could not obtain it if they charged more than $\frac{1}{2}$ d. a mile, would you allow them to charge 1d. a mile on the line going towards Cork, but only $\frac{1}{2}$ d. a mile on the line going towards Galway?—I would leave them free to act, so that they did not exceed the maximum charge.

5720. (*Sir R. Hill.*) And that they treated all alike?—Yes.

5721. (*Mr. Horsfall.*) In carrying out a system of discounts, do you not place the small trader at a great disadvantage as compared with the large trader?—There is no doubt that you do; but at the same time it appears to work so well that it is difficult, although people object to it, to alter it; and we have latterly reduced it to this, that we allow a differential rate upon a full wagon—a single wagon—so that it does not affect the poor man so much as where it was allowed only upon large quantities.

5722. (*Mr. Glyn.*) You carry a quantity as small as one full wagon at a differential rate.—Yes.

5723. (*Mr. Horsfall.*) It has been stated in evidence, by a gentleman connected with the Midland Railway Company, that they adopted a system of differential rates in the first instance; but, finding that it worked very much to the disadvantage of the small traders, they put them upon the same footing as the large traders; and do you not think that that is very desirable?—Ours is very small; we have reduced it to a single wagon; any man can get the advantage of it, or get his neighbour to join with him; and they only employ one wagon. It might be better, perhaps, the other way, than the system we adopt.

5724. (*Chairman.*) Are there any other points connected with the Irish railways upon which you wish to give any further information?—I do not think there are.

The witness withdrew.

Mr. P. Roe.

Mr. PETER ROE called in and examined.

5725. (*Chairman.*) You have been the manager of different railway companies in Ireland?—I have.

5726. Will you mention the railway companies with which you have been connected?—I have been manager of the Midland Great Western from its formation in 1847 up to 1855, when Mr. Forbes took charge of it.

5727. You have also been manager of the Derry and Coleraine Railway Company?—I then became

manager of the Derry and Coleraine Railway Company.

5728. Were you manager of the latter railway under the directors or under the Loan Commissioners?—I commenced the management under the board of directors, who then resided in London, and I very rarely had an opportunity of seeing them.

5729. Did you subsequently continue as general manager when the railway was taken into the hands

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of the Loan Commissioners?—I did, and I then became lessee of it under the Loan Commissioners.

5730. Will you explain under what circumstances the railway fell into the hands of the Loan Commissioners?—When I took the line it was scarcely able to work itself; in fact, the receipts were short of the expenses. I adopted a system of fares which gave us some little increase.

5731. Under the board?—That was while I was working under the board.

5732. You were employed by the board in 1855?—Yes.

5733. How long did you continue to act as manager under the Board?—I think about two years.

5734. Some little improvement was effected during that period?—I increased the receipts about 2,000*l.* a year during that time. I found them under 14,000*l.*, and I think I made them 15,500*l.* during that time.

5735. At that period the railway was taken by the Loan Commissioners?—At that period it was seized by the high sheriff for various debts, and the Loan Commissioners stepped in and interfered, having the first claim upon it, and then a proposition was made to lease the line by the Loan Commissioners.

5736. Did you make a tender to the Loan Commissioners to lease the line from them?—Mr. McCormack, who had a large stake in it, undertook to lease the line, with the undertaking and consent of the Loan Commissioners that I was to take it off his hands; in fact, he made terms of which I took a transfer with the consent of the Loan Commissioners.

5737. How long did you continue to work as lessee?—I continued until May 1861 to work it at a rent of 10,000*l.* a year.

5738. Was it a lease from year to year?—It was an annual lease; it was for a term of seven years, but with a condition in the lease to terminate it at any time if certain things were not carried out.

5739. You gave it up before the termination of the seven years?—I sold my interest with the approbation of the Loan Commissioners and of Mr. McCormack. As soon as the junction was formed with the Coleraine and Northern Counties Company, they seemed anxious to get possession of the line, and I transferred my lease, with the consent of the Loan Commissioners, to the Northern Counties Company, and they gave me a consideration for my interest in the lease.

5740. During the time you were lessee did you reduce the fares which had been previously charged on that line?—Very considerably.

5741. Will you state the fares that you found in operation, and the scale which you adopted?—I found the fares were up to the parliamentary rate, 1*d.*, 1½*d.* and 2*d.* uniformly all through, and I reduced them ultimately to an average of about ½*d.*, ¾*d.* and 1*d.* after I had been working some short time on my own account.

5742. What was the result of that experiment?—The result showed itself very rapidly indeed, in giving me a considerable increase in the receipts.

5743. In the net receipts?—In the net receipts; I found instead of running my carriages half empty that I had actually filled them, and on many occasions had not carriage room. I had a very limited accommodation in the way of plant and stock.

5744. Did you make any similar reductions in the charges for goods?—Yes, I did. I reduced the rate considerably upon coal. I reduced the rate upon coal to about ¾*d.* per ton per mile. I increased the tonnage from 1,500 tons to 5,000 tons in the year by the reduction.

5745. What had been previously the rate per ton per mile?—It was about 1½*d.* per ton per mile; I reduced it nearly one-half.

5746. What is the population of Londonderry?—At present about 30,000.

5747. Is it larger than it was during the period that you are referring to?—It was about 25,000; then it is rapidly increasing.

5748. What is the population of Coleraine?—About 8,000. There is a very good intermediate town called Newtown Limavaddy, which contains a very industrious population. Part of it is on the Marquis of Waterford's property. I obtained a good deal of traffic by encouraging it at this station. I reduced the rates upon the third-class, and upon all classes of goods, and I think I doubled the receipts of that station by the reduction.

5749. Was there an increase equally in all descriptions of passenger traffic, first, second, and third class?—There was a remarkable increase in the third-class by the reduction. I have always been in favour of cheap fares. While I was the manager of the Midland I introduced the experiment of carrying the harvest men at a very low figure. It was put off for two years by the directors, who did not approve of such a low fare as I proposed. However, they consented to allow me to try it. I think in the year 1849 (it was a very miserable year in the west of Ireland). The first year I succeeded in getting 4,000 of them to travel; the next year I got 10,000 to travel, and when I left the Midland I think the number had increased to 25,000; and now I see by the chairman's statement they carry 78,000, which is an evidence that the people of that district will travel if you give them an accommodation which comes within their means, they are very poor.

5750. That will only be at one particular period of the year?—Up and down. I carried them during the time I was manager whenever they offered themselves during the year.

5751. You described them as harvest men?—We then called them harvest men; they are now fourth-class passengers. Fourth-class passengers is the proper term to give them.

5752. (Capt. Galton.) Did you carry them by any train?—Any train that they offered to go by.

5753. Did you find any difficulty in their being more or less amenable to discipline?—When I had a sufficient number, say, four or five hundred of them, I gave them a special train. I found it paid to run them specially, without encumbering the regular trains with them. I found them a very easy traffic to manage; they loaded themselves very rapidly, and as rapidly discharged themselves when they got to their journey's end. They were well conducted, and I never found any difficulty in dealing with them.

5754. (Mr. Glyn.) Did you ever try a reduction of the rates on the Midland while you were there?—In some cases the directors were induced to lower their rates a little, and I always found it to be beneficial to the traffic.

5755. Did you ever try a market train on certain market days for the third-class?—I never did on the Midland.

5756. But you have tried them on your own system in the north?—When I became my own master, having a lease of that line, and no one to exercise any control over me, I tried those experiments, and I am giving now the result of them, that I really got a very considerable increase by adopting them.

5757. (Mr. Horsfall.) Have the directors continued the low fares that you tried the experiment with?—I think not. I travelled over the Coleraine line last week, and I regret to say that they have gone back to the old fares, the trains appearing half empty. This led me to ask a gentleman, whom I knew very well, what was the cause of it, and how he could account for it, and he replied he could not tell what was the cause of it, but his opinion was that it was owing to their having raised the fares at every station.

5758. Have they raised them upon all classes?—Every class, I believe.

5759. And upon goods?—Except upon coal. I do not think they have raised the rate upon coal, but I believe upon local goods they have raised the rates, but through goods they carry at much less rates. They carry goods from Londonderry across to Fleetwood by Belfast at about half the rate in proportion to the

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distance, at which they carry goods from Londonderry to Coleraine.

5760. (*Sir R. Hill.*) Do you know how long it is since they raised the rates again?—I believe within the past year. The lease of that line expired on the 10th of April last, and the company then came under a new working arrangement with the old board of directors, and they are now working the traffic at so much per mile instead of at so much per year.

5761. (*Mr. Gower.*) How do you account for their raising the rates again, they having been so successful when they have been lowered before?—I cannot account for it beyond this, that it is not now their interest one way or the other. They get so much for hauling the trains, and they get that whether the trains are full or empty.

5762. (*Chairman.*) What company works the line now?—The Belfast and Northern Counties. It was originally called the Ballymena and Belfast line.

5763. That was the company to which you disposed of your interest in the line?—Yes.

5764. (*Mr. Gower.*) Am I correct in supposing you to say that they raised all the local rates, but that with regard to through rates to Fleetwood they carried lower even than when you were there?—That is quite correct, the local rates are much higher now than the through rates in proportion to distance.

5765. (*Chairman.*) Have they assimilated the rates which are charged between Londonderry and Coleraine to the charges on their own line between Belfast and Coleraine?—They have, I understand.

5766. (*Mr. Gower.*) Is there much competition from Londonderry and Belfast between the two lines?—There is a new line, which is the green line on the map, called the Dungannon and Omagh, which gives another route to Belfast; that has taken a portion of the through traffic away between Liverpool, Belfast, Glasgow, and Londonderry. There are two ways of getting to Belfast now from Londonderry. That green line has only been opened two years.

5767. When you reduced the rates on your line, was a similar reduction made on the line from Coleraine to Belfast?—I believe not. I got a very liberal through arrangement over the line in booking through to Belfast. I had no control whatever in asking them to reduce their local rates. They met me very liberally by a through arrangement which contributed a good deal to the increase of the traffic.

5768. (*Sir R. Hill.*) Up to the time that you became lessee of the line, I think you stated that the gross income was about 15,500*l.* a year?—About that.

5769. How long did you continue lessee after making the large reductions in the rates that you have spoken of?—I continued lessee up to May 1861; I left the receipts then about 18,300*l.* a year.

5770. Then the consequence of the large reduction which you made in the charges was an increase of traffic to the extent of nearly 3,000*l.*, was it not?—Yes; that was by encouraging the local traffic as well as the through traffic. I worked the receipts during my lease from 15,000*l.* a year to upwards of 18,000*l.*

5771. And you paid the Government 10,000*l.* a year?—10,000*l.* a year. Yes.

5772. Had you any other expenses?—I had all the maintenance of the line, such as taxes, repairs of the permanent way, wages, keeping the rolling stock in order, station masters, and everything.

5773. I should like to know, if you have no objection to state it, whether it left you a profit?—I have no objection at all to state it. The last year that I worked it I had a profit of 1,000*l.* after rent and everything was paid.

5774. Then the result of the last year was to afford an actual profit, that is to say that the gross receipts exceeded the working expenses by about 11,000*l.* a year?—Exactly so.

5775. Whereas, before you reduced the rates, the gross receipts did not cover the working expenses, I understood you to say?—When I took the line up in

1855 I found a most extravagant staff upon the line which was one cause of the heavy expenditure. I found a number of people who did not know very well their duty; I dismissed many of them, keeping only such as were suitable for the working of the traffic, and I effected a saving thereby of more than 1,000*l.* a year, and I increased the receipts by very nearly 2,000*l.*

5776. You were not a lessee in the first instance?—I was not.

5777. I understood you to say when you first became connected with the line that the gross receipts were not quite equal to the working expenses?—Scarcely.

5778. Of course under the head of working expenses you would not include any payment to the Government or to other parties for the loans made to the line?—I think I may be in error here, because when I say not being able to pay working expenses, the Government interest had to be first paid, and after deducting this, Mr. McCormack, who had a large interest in it, had occasionally to put his hand into his pocket to help pay the working expenses.

5779. Of course the gross receipts were not equal to the working expenses plus the Government interest?—Exactly.

5780. What was the amount of the Government interest?—Four and a half per cent. on 80,000*l.*

5781. Something less than 4,000*l.*?—Yes.

5782. What claim had the Government to the rental of 10,000*l.* a year?—The surplus, after the Government debt, was distributed amongst the bond holders. The bond holders came in after them; it was paid to them, they having a prior claim, and the balance was handed to the company to distribute as they pleased.

5783. Was there sufficient after the Government had paid themselves out of the revenue to pay all the bond holders?—I believe there was, for the bonds rose rapidly; from being a drug in the market at five shillings in the pound they rose to par.

5784. Was there sufficient to pay any dividend to the original shareholders?—Not to the original shareholders; the line was so extravagantly made that the original shareholders never expect anything. They are hopelessly gone.

5785. Have you any printed reports connected with this particular line which give these statistics and the gross receipts from year to year?—I can supply them.

5786. Beginning at the period when you first became connected with the line?—I will supply them; the books are all now in the hands of the Northern Counties Company, and for their satisfaction when I transferred my lease I said they might have the use of them.

5787. You can extract the statistics in question?—Yes.

5788. At the time you were lessee, did you print reports showing the traffic from year to year?—I did not publish the traffic. It then became a private affair.

5789. But you have the records?—I have books regularly kept.

5790. Will you favour the Commission with a statement from year to year of the gross receipts, and of the total expenditure, and so forth?—Certainly. I was bound regularly to supply the Board of Trade with a return every year, showing the number of goods, passengers, coal, and so forth, carried over the line and the rates charged upon each, that I can get a copy of. (*See statement at end of evidence.*)

5791. What securities were taken when the lease was granted to you by Government, were there any securities taken against the deterioration of the rolling stock and of the road?—Mr. McCormack, who had a large stake in it, stood in the position of security for me with the Government. I think the line owed him 80,000*l.*, and he having such a stake stood in the position of a security, and he bound me to maintain the line, which I did under his own special inspection,

and in the event of my failing to do so I was liable to have my lease cancelled by getting a week's notice.

5792. Were those conditions recited in the lease?—They were recited in the lease. I was bound to pay the rent every Monday. I paid my proportion every Monday to his credit in the bank, and failing to do that I was liable to have my lease cancelled the following week.

5793. You were bound yourself to keep up the road and the rolling stock?—I was.

5794. Who was the judge as to whether you performed your contract?—Mr. Peter Barlow, the engineer; his duty was to come at any time he chose and as often as he liked to inspect the plant, bridges, and rolling stock, and report on them.

5795. I presume he occasionally came to make an inspection?—He came, and closely inspected the whole property.

5796. In point of fact when the line was given up was it in a state which was satisfactory to the owners?—It was very satisfactory, so much so that the rolling stock when valued from me amounted to a higher sum than when it was valued to me.

5797. But perhaps you had increased it?—I had put some new stock on, but I do not include that in the value, because I got paid for that separately, but I kept the old stock in that condition that its value was not rendered less. I kept them painted, put in new trimmings, new wheels, and so on.

5798. Then speaking from the experience you have had in the matter do you see any practical difficulty in granting leases of the other lines in Ireland?—The only difficulty I apprehend is that directors are not very much disposed to lease lines.

5799. But supposing they should be disposed?—I believe it would be of great advantage to the shareholders.

5800. Do you think they would be worked with greater efficiency by one or more individuals than by the companies?—Two or three practical men would be able to give a result upon any of the Irish lines exceedingly far beyond what they are now doing. I can say that from my own experience.

5801. Are you aware that at the present time many of the Irish lines are not paying their expenses?—I am quite aware of that.

5802. Suppose the lines were amalgamated, to use an ordinary term, and placed under one general management, and then leased to a few intelligent and energetic men, do you think that they might be worked so as to be remunerative to the shareholders to some extent?—I believe that the result would agreeably astonish the shareholders. The expenses could be reduced enormously; I am sure their receipts could be very much increased. I know one instance of a northern line, where I proposed myself, and two others, to take the line on lease, and give the preference shareholders $2\frac{1}{2}$ per cent., to be increased to 4 per cent.; but as it is worked now, I do not think they will ever get a single farthing per cent.

5803. That offer was not accepted?—The offer was not accepted. A section of the board were favourable, but a majority were against it, and it fell to the ground.

5804. If you were one of several lessees of all the lines, would you recommend, as regards all the lines, a reduction similar to those which you made between Londonderry and Coleraine?—Certainly. I think the position of Ireland compared with England is totally different. The population are not so wealthy. The labouring classes do not get such high wages as in England. There is not so much manufacture in the country; and I think, in order to meet the requirements of the people, a reduction of fares should be made, and I think that would give decidedly an increase of traffic. I know some instances where trade has been prevented by the high rates.

5805. When you reduced the fares between Londonderry and Coleraine, did you make a sudden reduction to the full extent, or did you proceed gradually?—I tried it gradually. I tried it upon one or

two sections, and I found the result so satisfactory, that I decided on making it general.

5806. Was the preparatory trial long. Did it occupy much time?—About half a year, or a little more.

5807. Then in about half a year the whole reduction was effected, was it?—The whole reduction.

5808. What was the immediate effect upon the revenue?—I think that year it showed an increase on the gross traffic of 1,500*l*.

5809. Then the immediate effect was an increase in the total receipts?—Without any increased expenditure. I did not run an extra mile.

5810. Then, of course, there would be an increase in the profits?—Certainly.

5811. Then probably you would not apprehend that a similar reduction applied to the whole system of the Irish lines would lead to a temporary loss?—I do not think it would. My own opinion is that it would not.

5812. Have you any apprehension at all as to its leading to a permanent loss?—I am quite sure it would not lead to a permanent loss.

5813. (*Chairman.*) Londonderry and Coleraine are very thriving towns, I believe?—They are, particularly Londonderry, which is rapidly increasing in point of population.

5814. Are there manufactories in both towns?—There are.

5815. Londonderry has become an important seaport, has it not?—It has. They have built a new line of quays, which are perhaps the finest in any port in Ireland, and the town itself is increasing amazingly fast.

5816. Do you think that results derived from experience of such a line as that between Londonderry and Coleraine would be applicable to the general condition of Ireland?—I think it would. A liberal mode of communication at a cheap rate for goods and passengers between any two towns in any part of Ireland would be a great benefit.

5817. I suppose that the working population in Londonderry and Coleraine are much better off than the population of the greater part of Ireland?—I dare say they are a little better off; but they get pretty much the same wages.

5818. Are not wages considerably higher in that district than the midland and southern counties?—Not for the agricultural labourers. I think they are not at all higher.

5819. Do you find a considerable number of agricultural labourers travel between Londonderry and Coleraine?—Yes, a great number. The rates were so low that men going any distance to work would use the railway. The rates were 1*d*. or 2*d*. from station to station. They would get a third-class return ticket from one station to another. I recollect giving a return ticket for 1½*d*. per day from one particular station to another, and the labourers did use the railway very much.

5820. (*Capt. Galton.*) For how long?—For about 2½ miles. They used the railway to go to their work and return. It was no additional expense. The trains were running, and they might as well have passengers in them as run half empty.

5821. (*Chairman.*) Do you think that the labouring population on the Midland Railway would travel in the same way from place to place?—I believe they would if the rates were moderate; but they cannot afford to pay high fares with small wages.

5822. (*Capt. Galton.*) Did you carry third-class passengers by every train?—By every train except one.

5823. If low rates were given to the third-class passengers it would be part of the system to give them frequent trains?—Certainly; three trains a day; one train in the morning, one at noonday, and one in the afternoon, but especially morning and afternoon, each way.

5824. (*Sir R. Hill.*) That is, about the time when work begins, and about the time it ends?—Exactly; and then there should be a midday train for people

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who wish to travel, either going on pleasure or to their places of business.

5825. I gather from what you say, that you had four passenger trains in each direction every day?—I had.

5826. Were they generally pretty well filled?—They were indeed. I managed to fill them very well.

5827. (*Mr. Glyn.*) Supposing this leasing system to be carried out, how would you divide Ireland; into what districts would you divide it; into three or four districts, or one large district?—I think it might be very properly divided into three districts. Take the northern district, there are many systems and different properties there, commencing at Dublin. Take the north as one district; the Midland Great Western for the west and north-west, and the Great Southern and Western with the other small branches for the south.

5828. Would you prefer having it in three districts, or having it managed by one large company?—I think I should prefer having it in three. It would be a very large and extensive job for even three boards to manage it, or three parties to undertake it. By dividing it into three districts you can give your special attention to one quarter. The requirements of the north are sometimes very different to those of the south.

5829. As the lines are at present laid out, can there be any difficulty in booking through from north to south, or from south to north?—Yes. If you are going from the west of Ireland to the north you are stopped at Cavan, and have to re-book there, and wait three or four hours. They have altered the trains on the northern route recently so that they will not now work in with the trains on the western route.

5830. Would not a communication between all the railways in Dublin be a very great advantage?—I think it would be very desirable to have a central station.

5831. There is an Act for that, is there not?—There is.

5832. But there is no money to carry it out?—I am not aware of that. The shares are selling at a large premium in the market.

5833. (*Mr. Horsfall.*) Do you think there will be any difficulty in getting people to lease these lines on terms that would be remunerative to them and beneficial to the shareholders?—I think not. I consider the only difficulty would be in the board-room of each company. Certainly, the shareholders would be pleased with the change, I think.

5834. Do you think it would be met by opposition on the part of the directors of some of these lines, or many of them?—I think some of the directors would be desirous of leasing the lines. Of course it would require proper security that their immense property should be taken care of, and kept in a proper condition.

5835. (*Chairman.*) You are not able to state the reasons which have influenced the Londonderry and Coleraine Company in reversing a policy which, according to your statement, would appear to be very advantageous?—I cannot account for it except their working it under a new management.

5836. (*Mr. Glyn.*) Do you happen to know what the diminution of the receipts has been the last year?—The manager told me some time ago that the falling off has been more than 2,000*l.* a year upon 10,000*l.*

5837. (*Sir R. Hill.*) Perhaps you can favour the Commission with a general statement as to that?—I will. Mr. Dargan, one of the directors of the line, told me that he believes the receipts are reduced more than 2,000*l.* a year.

5838. The Government does not now possess the line, I presume?—No, they do not. The Loan Commissioners have been paid their debt. It is now entirely the property of the bondholders, amounting to about 200,000.

5839. (*Mr. Horsfall.*) Are you aware whether any other companies have tried the principle of lowering the rates materially?—It has never been tried in Ireland to my knowledge. I know nobody who has attempted it but myself.

5840. (*Capt. Galton.*) We have been told that on the Waterford and Kilkenny line they have tried the cheap trains, and they have not been successful. If you reduce the fares in the north of Ireland, your experience seems to show that the loss is very soon recouped. In the agricultural districts, that is, in the south, if it is not so easily recouped, would it not be one means of meeting the loss in the south to amalgamate the whole of the railways into one, so that it might be the interest perhaps of the working company to carry on the traffic at lower fares, because although in one part of the country they would get very little profit, they would get a very high profit in the more densely populated part?—But then in amalgamating the whole you attach the more prosperous end of Ireland to the poorest end, and if you are to take an equal division at all you would be depriving the northern people in the province of Ulster of a certain portion of the dividend which they should get, and you would be distributing it among the poor lines in the south of Ireland.

5841. Are you of opinion that amalgamation would be the means of improving the present value of the property as far as the shareholders are concerned?—Yes.

5842. You could not amalgamate two lines if one line was paying 1 per cent. and another line 5 per cent., for the shares could not be taken at an equal value for the purpose of amalgamation; it is only with reference to the purpose of eventually working the traffic?—Both for the purpose of working the traffic and the general benefit of the community. Working the entire system under one management would be a very great advantage indeed. There would be uniform rates, and there would be continuous communication kept up, giving an advantage to the whole country.

5843. (*Sir R. Hill.*) If the whole system belonged to one party would you lease the whole or divide the system into portions and lease them separately?—If the whole system was divided into three districts, with a proper understanding for uniform rates and through communications, the lines to be kept up and worked under one management, it would answer all the purposes as well, and would in my opinion be better worked, because if you take the whole it becomes a vast undertaking.

5844. Did you continue to work the line until your lease ran out?—No, I sold my interest in it. My lease would not have expired until the 10th of April last.

5845. We have been told that the Midland line was once leased, and that the receipts were very unsatisfactory. Can you throw any light upon the cause of that?—I am quite aware of that. I was manager of the line at the time. They leased the locomotive department to a contractor for the haulage of the trains, and I think a more unsatisfactory lease no board ever made.

5846. (*Mr. Glyn.*) It was not a lease of the line?—No, not at all; it was merely a lease for providing the haulage power, which was a most unfortunate contract for the company.

5847. (*Sir R. Hill.*) There was no similar lease to that which was granted to you in respect of the Londonderry and Coleraine line?—Not at all.

5848. (*Mr. Glyn.*) The lease was merely with regard to locomotive power?—Yes; it was in the interest of the lessee to run as many miles as he could without any regard to the quantity of traffic, as the more miles he ran the more money he would receive.

5849. (*Chairman.*) Does the greater part of the traffic from the north and south of Ireland pass through Dublin?—At present I should say that seven-eighths of the whole passes through Dublin.

5850. Is there any important intercourse between the north and the south such as that if there were conveniences for carrying it, it would pass direct without going through Dublin?—Yes; I think there is, and that communication is getting more and more necessary every day, for we are now getting all through the south and west a large flax crop raised, and for some years at all events, it will have to find its way to the north, and just now, according to the present arrangement of the trains, it is very difficult to get it to the north. It deters the growers from encouraging this particular crop.

5851. Is flax the principal article of traffic between the north and south of Ireland?—There is a good deal of passenger traffic as well.

5852. Are any of the manufactures of the north of Ireland distributed all through the south?—I think there are. I know Mr. Malcolmson has recently built a large factory in the north, at Belfast; he has also factories in the south.

5853. You have been engaged in mercantile pursuits since you ceased to lease the Londonderry and Coleraine line?—I have.

5854. You have had occasion to make arrangements with the railway companies in the pursuit of your business as a merchant?—I have; by becoming a merchant, I have got to the other side of the question. I have got to know the value of the various goods which are carried over the line. I certainly have found very great cause for complaint as a merchant, of the rates, especially to the west and north-west.

5855. Will you state where your business as a merchant is carried on?—Stafford Street, Dublin. I am partner in a large wholesale oil and drug establishment. We send goods to all parts of Ireland, but our chief markets are the west, the north-west, and greater portion of the south.

5856. Have you had reason to complain of the conduct of the railway companies?—Very frequently.

5857. In what respects?—The high and excessive charges in some instances being quite a prohibition to the sale of our goods.

5858. Did you show the railway companies that in your opinion the traffic could have been carried at lower rates so as to remunerate them?—I have frequently shown that to the managers of the different lines, particularly Mr. Forbes, my successor. I even revised a book of rates for him to get his board to adopt, for I found in some cases that the charge to Galway was 50 per cent. on the first cost value of the article.

5859. Was that an article not of much cost originally?—Take, for instance, washing soda, of which a great quantity is used in the west, rough sulphur, copperas, or any of those articles, the charge for carriage was about 50 per cent on their value.

5860. (*Sir R. Hill.*) What was the rate per mile?—I think about $2\frac{1}{2}d.$ per ton per mile, or something like that.

5861. (*Chairman.*) Did the railway companies inform you that they could not afford to carry it at a less rate?—They could not deviate from the rate. I have one case especially that is a fair sample of the rates and the way they treat merchants about those rates. Within the past two months we sent a small quantity of American oil, a few casks, to a customer in Sligo; it went down without our making any specific inquiry as to the rates. When it reached Sligo our customer complained that the charge was at the rate of $4\frac{1}{2}d.$ per gallon upon an article the intrinsic cost of which refined was $2s. 2d.$; the charge was actually $4\frac{1}{2}d.$ per gallon to Sligo. I wrote to the manager and told him I felt certain it was an error. He wrote me back saying that it was in accordance with the company's rates. I followed it up by going to a director whom I knew. He said they heard it was explosive, and they could not carry it unless they got an extraordinarily high rate. Since that it has been sent by steamer to Liverpool, and from Liverpool to Sligo, and

we find that we can get it carried at $1d.$ per gallon the whole way by this route as against $4\frac{1}{2}d.$ by railway.

5862. It has to undergo transhipment at Liverpool from one vessel to another?—Yes; when we are sending heavy goods to the west coast of Ireland we have often waited for a coal vessel to take in 8 or 10 tons of goods for Galway, and we save immensely by doing so.

5863. (*Mr. Glyn.*) Is there a great deal of internal traffic affected in the same way by these high rates?—A great deal. I am speaking now exactly of what everybody in our trade would say if you had them before you, that the rates are really in some cases quite a prohibition to trade. There is also a grievance which we have to complain of, that goods from Manchester and Wigan, and other places in that district are booked through to Limerick, Ballinasloe, Kilkenny and all other towns at the same rate as to Dublin.

5864. In point of fact the through rate is a very much better rate than the local rate?—It places the Dublin merchant at a great disadvantage.

5865. As regards the local rates on these articles in Dublin, have you ever represented the facts to the directors?—Repeatedly.

5866. You alluded to one case, and that was the case of oil; but they stated it was an inflammable article, and therefore they made you pay a higher rate for it; but have you ever made a representation with reference to other articles to which that did not apply?—In answer to my repeated applications, calling their attention to the excessive rates, I invariably got the answer that it was in accordance with the company's regulations and fixed rates.

5867. I suppose you then told them that in point of fact the rate is of no use, because they will get no traffic?—I have gone myself, personally, and pointed out to them that they were not getting half of the traffic.

5868. (*Sir R. Hill.*) Some of the gentlemen from Ireland have expressed an opinion to the effect that there is a limited quantity of traffic, and that the railway companies got the whole or nearly the whole of it, and that consequently any reduction in the rates of charge would be so much loss; your experience does confirm that view?—Certainly not. From Dublin to Mullingar only last week we sent from our works by road about 30 cwt.

5869. What description of goods?—Sundry goods; oils and goods of that kind.

5870. Then it is frequently cheaper to use the ordinary road than the railway?—Frequently. A great many cars are still earning a livelihood upon the road, carrying the goods which ought to go upon the railway.

5871. You stated that you transferred the lease of the Londonderry and Coleraine line before the term had expired. Can you say whether your successor carried it on upon your plan?—To some extent he did; not entirely. But he gradually dropped back.

5872. That is, he raised the charges?—He has recently raised them to the full extent I have been informed.

5873. And that with reduction in the total receipts?—A considerable reduction.

5874. (*Chairman.*) You carried some coals between Londonderry and Coleraine?—I increased the tonnage in coals about 4,000 tons.

5875. Do you think that the consumption of coals in Ireland could be considerably increased by the reduction of charges on the railways?—I am quite of opinion that it could. I think it will be found that if coals can be brought into Dublin at $11s.$ or $12s.$ per ton, and sent into the interior of the country at a moderate rate of $\frac{1}{2}d.$ a ton per mile, every comfortable farmer will discover it to be cheaper considerably to burn coals than to save turf and draw it home from any distance. I found it so in the north, many people who formerly used turf, particularly some who lived

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on the Marquis of Waterford's property, were induced to try coal, and they have told me that they have continued since to use it, finding it cheapest.

5876. Did you carry coal at your own risk and form depôts at the railway stations?—I imported coal.

5877. You were a coal dealer?—I imported the coal and gave a commission to the station master to dispose of it. I charged the regular reduced rate over the line, and gave the line credit for it in the receipts.

5878. (*Mr. Horsfall.*) I suppose a considerable reduction in the price of coal would have the effect of encouraging manufactures in Ireland?—No doubt of it; coal is most essential to any manufacture.

5879. (*Sir R. Hill.*) You have stated that in consequence of the reduced charges and the other facilities that you afforded, the number of passengers largely increased between Londonderry and Coleraine, and especially third-class passengers?—Yes.

5880. Can you say whether the increase consisted chiefly of artisans or of agricultural labourers?—My opinion is that there was a proportional increase in all classes, and people who used the train in the second class I have very frequently found in the first class when the rates were reduced.

5881. I am speaking more especially of the third class passengers, the increase was not confined by any means to artisans?—Oh dear, no.

5882. But it extended to agricultural labourers?—Agricultural labourers travelled at a reduced rate.

5883. To go to their work and back again?—To go to their work from station to station. I have carried 25 or 30 labourers, and sometimes as many as 50 in lots from the various stations at these low fares. They take the ordinary morning train, and return in the afternoon. It cost me nothing additional to carry them, and those people would have walked if they had been charged a high rate.

5884. (*Chairman.*) You mentioned one instance in which a large quantity of goods has been recently sent from Dublin to Mullingar by the road?—Yes.

5885. That is not a solitary instance?—Not at all.

5886. Have you reason to believe that it is the general practice to send goods by the road instead of by railway?—It is a general practice; there are one or two shopkeepers in Mullingar who have never, I believe, used the railway, but cart the goods by the road still.

5887. Do you think those facts are known to the board of directors?—They must be, because they must see the waggons go along the road.

5888. (*Mr. Glyn.*) Did you ever calculate what rate would induce that traffic to change from the road to the rail?—I tried it. At Londonderry I had to contend with a very difficult question of this kind. The line from Londonderry to Newtownlimavady is 18 miles, and by road it is 11 miles. Nearly all the goods went by carriers. I immediately cut the rate down to a price which made the carriers cease to exist in about half a year. I found it paid me well to do so. I reduced the rate on most of the goods from 4s. a ton to 2s. 6d. a ton. I found the carriers gradually died off every month, until at last they all disappeared.

5889. Though you had to contend with the disadvantage of 18 miles against 11?—Yes; the line runs through slob land and twists about for a distance of 18 miles, against 11 miles by the road.

5890. From your experience as a man acquainted with railways, are you of opinion that if the same principle were applied to the railways generally in Ireland that it would be equally successful?—I have no doubt of it.

5891. Of course it would vary according to the particular wants of the district?—If the principle

were carried out it would have the same results upon any line.

5892. (*Chairman.*) Are there regular carriers between Dublin and other towns, such as Carlow and Tullamore, as between Dublin and Mullingar?—We have not regular carriers to every town, but we have a cheap mode of communication by canal to Carlow. In the west of Ireland the Midland Company have ceased to work the canal, and having the monopoly of the traffic they have practically shut up the traffic of the canal. They say that the people must go over their line; they have no other alternative.

5893. (*Mr. Glyn.*) They allow boats upon the canal?—They allow boats, but the traders do not seem to work them with energy. They charge a high toll I believe to the traders.

5894. (*Chairman.*) Is there not an arrangement between the railway company and the canal company as to the traffic towards Carlow and that district?—There is an understanding as to the rates. The canal company now do their work so well and so punctually, and in so very short a time, that a large portion of the goods go over the canal to those towns, and hence the prosperity of the canal. It gives very much better accommodation now than some years ago.

5895. (*Capt. Galton.*) The canal had a differential rate given to it by the railway company, had it not?—Yes.

5896. Was it not 15 per cent.?—I believe so.

5897. So that the carriage is cheaper by the canal than by the railway?—And they have this advantage, that they are doing the work very much better and quicker. The goods go very nearly as fast to Tullamore and Carlow by canal as they would by railway; the difference is so trifling that the parties do not care about it.

5898. (*Sir R. Hill.*) Are the boats drawn by horses or propelled by steam?—Propelled by steam. They have an arrangement the moment the goods arrive of advising the parties of the arrival of their goods or despatching them with their own carts to the various shopkeepers.

5899. (*Capt. Galton.*) Do you know Carlow itself as a town?—Yes, I do.

5900. Do you believe that low rates to and from Carlow would produce a quantity of traffic?—I believe they would. I think a great deal of the agricultural produce of that rich district would come up to Dublin that does not now come, if there was a lower rate. There is often a considerable difference in the price of butter and potatoes at Carlow and Dublin.

5901. Is there such a difference as would make it worth while to send them up by railway if the rate was low?—Certainly, if the rates were at all moderate; but now, if you get them upon the railway, you find the difference is nearly absorbed in the carriage, and therefore the goods do not come; the farmers will not send them.

5902. From your experience of Carlow, if you had the working of that line, would you feel disposed to carry at low passenger rates as well as at low goods rates?—Certainly. I am quite in favour of that in any district in Ireland.

5903. (*Mr. Horsfall.*) And I suppose in England too?—They have such a monstrous traffic in England that there is not the same necessity. I believe generally rates in England are lower than they are in Ireland, for passengers especially; but we have a very poor population in Ireland, thinly scattered over the country. They require to have every accommodation at the lowest possible figure to encourage them to send their produce and to travel themselves.

5904. (*Chairman.*) Is there any other information which you can furnish the Committee with in connexion with railways?—I am not aware that there is anything else at present.

The witness subsequently sent in the following statement :

LONDONDERRY AND COLERAINE RAILWAY CO.

Number of Passengers, Rate per Mile at which each Class was carried, with total Receipts of Londonderry and Coleraine Railway for following years as under :—

Year.	Passengers.			Rate per Mile for each Class.			Total Number for all Classes.	Total Receipts for Goods and Passengers.	Remarks.
	First Class.	Second Class.	Third Class.	First Class.	Second Class.	Third Class.			
1855	11,880	21,041	70,713	$d. \frac{5}{18}$	$d. \frac{1}{2}$	$d. 1$	103,634	£ 13,865	Return Tickets were counted as one Passenger for 1859 and 1860, but as two Passengers for 1855 and 1857.
1857	13,134	25,561	70,609	$1\frac{3}{4}$	$1\frac{1}{4}$	$\frac{3}{4}$	109,304	16,507	
1859	12,986	30,288	70,466	$1\frac{3}{4}$	$1\frac{1}{4}$	$\frac{3}{4}$	113,740	16,896	
1860	13,250	32,380	74,640	$1\frac{1}{2}$	1	$\frac{1}{2}$ & fraction.	120,270	18,250	

Working Expenses in the year 1855 about 85 per cent.

Do. do. 1860 „ 34½ „

Goods increased in proportion with a similar reduction of rates.

Adjourned till Friday next at 12 o'clock.

Friday, 16th June 1865.

PRESENT :

THE RIGHT HON. THE EARL OF DONOUGHMORE.
THE RIGHT HON. LORD STANLEY, M.P., F.R.S.
SIR ROWLAND HILL, K.C.B., F.R.S.
T. B. HORSFALL, Esq., M.P.
GEO. CARR GLYN, Esq., M.P.

CAPT. DOUGLAS GALTON, R.E., F.R.S.
E. T. HAMILTON, Esq.
J. R. M'CLEAN, Esq., Pres. Inst. C.E.
WILLIAM POLE, Esq., F.R.S., *Secretary*.

HIS GRACE THE DUKE OF DEVONSHIRE, K.G., F.R.S., IN THE CHAIR.

JAMES GRIERSON, Esq., examined.

J. Grierson,
Esq.

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5905. (*Chairman*.) You are the general manager of the Great Western Railway?—I am.

5906. Have you been general manager of the Great Western Railway for several years?—I have been general manager for two years, since the amalgamation of the South Wales Railway and the West Midland Railway; before that time I was goods manager of the line.

5907. Has the Great Western Company made any arrangements with any of the Irish railway companies with regard to through traffic or through booking?—Yes, they have made arrangements with the Waterford and Limerick Company, and with the Waterford and Kilkenny Company.

5908. Will you be so good as to state to the Commission the nature of the arrangement that has been made?—It is simply a through booking arrangement with the Waterford and Limerick; Company with regard to passengers, they getting their local fares, and as regards goods taking a mileage proportion with the clearing house terminals. It is the same with the Waterford and Kilkenny Company. We have also a right to book through with the Great Southern and Western Company under an agreement which was sanctioned by Parliament about two years ago, when we got our amalgamation, and also under a clause which was afterwards introduced into the bill in the Committee in the House of Lords, by which it was arranged that whatever through booking was given to the London and North-western Company should also be given to the Great Western Company; that applies *via* Holyhead; it is not put in full force, and at the present time it only applies to the Great Southern and Western; as that is the only company which at present books through with the London and North-western Company.

5909. (*Capt. Galton*.) How would you get on to the Great Southern and Western line? by way of Holyhead?—Over the London and North-western Railway. Our amalgamation agreement gives us the fullest facilities over the London and North-western line, the passengers leaving our line either at Wolverhampton, at Crewe, or at Chester, the Great Western Company having junctions at those three places, and

the London and North-western Company being compelled to take our traffic, as if it were their own traffic, on to Dublin.

5910. (*Mr. Glyn*.) Have you advertised that route?—Generally, as far as Dublin is concerned, that arrangement is in full force.

5911. (*Chairman*.) Is there any important traffic passing over your system, derived from the Irish railways, with which you have through booking arrangements?—A most important traffic from Waterford and Limerick.

5912. Is that traffic carried on between Waterford and Bristol?—There is traffic between Waterford and Bristol; but we have no through booking arrangements *via* Bristol to Waterford; we have from London *via* Bristol to Cork.

5913. Where does the Waterford traffic come to?—It comes to Milford Haven.

5914. Have the arrangements which now exist between you and the Waterford and Limerick Company been satisfactory to the Great Western Company, or do they wish to carry them further because they think the traffic could be further augmented?—So far as the Waterford and Limerick Company are concerned, the arrangements have been satisfactory; but as to the other parts of Ireland in the south they do not go far enough. If through booking is to be carried on *via* Dublin, we think that it ought also to be carried on *via* Waterford, and to all parts of the south of Ireland.

5915. That is to say, you think that from the Great Southern and Western line they should book through to Waterford?—Yes; or to any place to which it would form a reasonable route. The directors of the Waterford and Limerick Company, I believe, have been very anxious for it to be done.

5916. (*Mr. Hamilton*.) Do the directors of the Great Southern and Western Company refuse to give you through booking arrangements?—I have not personally asked for through booking arrangements until a few weeks ago, and then they refused them; but I have understood from other parties in the south of Ireland that they have been always anxious to

J. Grierson,
Esq.

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obtain through booking; however, I cannot speak of that from my own knowledge.

5917. Who do you mean by the word "they"?—The Waterford and Kilkenny Company. I have understood from parties that they have been always anxious it should be done; but, as I have before said, I do not know this of my own knowledge.

5918. (*Mr. Glyn.*) Do the Irish railway companies with which you are connected charge, as part of the through booking rate, a local rate?—Not in the case of the Waterford and Limerick Company; they have booked through with the Great Western Company on fair and liberal terms, and I am bound to say that for an Irish company, having a limited amount of traffic, I should consider it a reasonable thing in some cases for them to expect something more than a mileage proportion, because their traffic is not so extensive as it is on English railways, with respect to which the rule is to divide by mileage, with clearing house terminals.

5919. (*Chairman.*) Are they satisfied with their mileage proportion?—Within the last few months they have been negotiating with the Great Western Company in order to obtain some better arrangement. They have deposited a bill in Parliament this session with the view of bringing about a closer connexion between the Great Western Company and their line, and it was in consequence of that bill coming on that they came to the Great Western directors to know what course they would adopt as to it; they were very desirous that we should give them some rebate, or else that we should undertake to work their line.

5920. (*Capt. Galton.*) Was a working arrangement provided for in the bill which they were promoting;—Yes; it was for a lease to or working arrangement by the Great Western Company.

5921. Was the Great Western Company anxious to take it?—The directors of the Great Western Company have decided not to take any steps in the matter at present. I should mention that the directors of the Great Western Company did not take the initiative in depositing that bill; it was done alone by the Irish Railway Company, and without consulting the Great Western Company.

5922. (*Chairman.*) Have you traffic both in passengers and in goods on the Waterford and Limerick Railway?—Yes, but our steam packets are principally suitable for the carriage of goods; they are not first-class boats for passenger traffic, and therefore the traffic in passengers is not large.

5923. (*Mr. Hamilton.*) You said, I think, "our packets;" the Great Western Company does not own any, does it?—No; what I meant was, the packets on that route, but we support those packets indirectly.

5924. (*Mr. Horsfall.*) The bill that you have referred to was merely an enabling bill?—Yes.

5925. (*Capt. Galton.*) Have you considered the question of the advantage that might result from leasing an Irish line in that way; do you think it would be advantageous to the Great Western Company?—No doubt of it. As far as they are concerned, it would be advantageous to them to get a control over the Irish railway, and so get all the through traffic over their own system. But if you asked me whether, in the public interest, an Irish railway should be leased to an English railway company, I should consider that there would be a great question about it.

5926. Do you think it would be worked as well with respect to local fares and rates as it is at present worked by the Irish company?—If a line of railway were placed under my control in Ireland for the benefit of the Great Western Company, I should of course consider the interests of the Great Western Company first, and as the local traffic upon a railway is generally far more important, at least as it bears a large proportion to the through traffic, I do not think, unless under special circumstances, it would be desirable to hand over an Irish railway to any particular company.

5927. But still, if the Great Western Company had a lease of the line, it would be to its interest, I presume, to develop the traffic to the utmost?—Yes, if they were the possessors of the line itself, certainly. If they were the owners of the line of course they would do the same, in order to develop traffic upon it, as they would do with their own line. I have been speaking merely of working the line under a working arrangement, and I draw a distinction between the owners being in actual possession of the railway and a company who are simply the workers of the railway.

5928. In the case of being the lessees of the line, you would pay a rent for it, and you would develop the traffic to the utmost?—No doubt.

5929. Have you considered whether it is probable that the railways in Ireland would be better worked if they were leased to English companies?—I have heard that suggested, but I should consider, looking at the amount of local traffic in Ireland compared with the through traffic, and considering that the Irish railways are not very large in extent compared with the English railways, they could be worked very efficiently as one line of railway if they were amalgamated.

5930. If the whole of the Irish railways were converted into one?—Yes; and I should think that it would be a very great benefit to Ireland.

5931. (*Mr. Horsfall.*) Supposing the London and North-western Company to have leased those lines, does anything suggest itself to you that would enable you to increase the traffic?—If we were to lease the lines, we should give further facilities for the through traffic towards England.

5932. Would you lower the rates of charge?—The through rates from Waterford and Limerick to London are very low, and they are perhaps the lowest rates that are charged anywhere. I cannot say that we should lower the rates upon that traffic.

5933. Would you lower the rates upon the Irish part of the traffic?—That would depend upon the expansiveness of the traffic. Wherever by lowering the rates you have a reasonable prospect of increasing the traffic, it is no doubt most desirable to lower the rates, but without knowing the nature of the traffic, and between what places it was to be carried, I am scarcely able to say. It would no doubt be desirable to lower the rates in the public interest.

5934. On the particular lines to which we have been referring?—I do not know sufficient of their local requirements to be able to answer that question; but, undoubtedly, in the public interest, lowering the rates would be beneficial. I cannot, however, say that it would be beneficial to the Company, unless there was a large increase of traffic to compensate for the reduction.

5935. (*Lord Donoughmore.*) As between Milford Haven and Waterford, have you not given a guarantee to the Waterford Company?—We have guaranteed them a minimum income.

5936. Is that a joint guarantee that is given to the Waterford and Limerick Company?—No; it is solely by the Great Western Company.

5937. With regard to the minimum income, can you state roughly what profit is insured to them?—No, I cannot state that; but I think we give them a rebate out of the receipts on our line amounting to something above 20,000*l.* a year.

5938. Is that in addition to their charges for freight?—It is in addition to their own proportion of the mileage rate as between Waterford and Milford Haven.

5939. (*Capt. Galton.*) There is a very large traffic, is there not?—Yes; there is a large traffic in bacon and butter, and that description of goods; there is also a traffic in cattle, horses, and pigs; but there is not a large passenger traffic.

5940. Do you think the passenger traffic could be more largely developed if better boats were put on?—Yes, I do.

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5941. (*Lord Stanley.*) Would that line, in your opinion, ever compete with the Holyhead line?—Yes, to a certain extent; but it would require very expensive boats to compete very successfully with the route *viâ* Holyhead. The average passage to Milford is now above nine hours, and the passage to Holyhead is only four and a half hours; and of course the first-class passengers are more likely to take the Holyhead route. It would be possible to put on a much better class of boats, which would make the passage on an average in seven hours.

5942. Was there not a project entertained some years ago by the Great Western Company to establish a rival port to Holyhead at a place called Porthdynllaen?—Yes, that is in North Wales.

5943. Was that project entirely abandoned?—The Great Western Company do not move in it, but the Aberystwith and Welsh Coast Company obtained powers to make a railway to that place, and there also have been parties in North Wales who have been very anxious to complete the communication from Bala by way of Festiniog, and to open a route in that direction.

5944. You probably look upon that rather as a local question than as affecting the Great Western Company?—It is a matter that the Great Western Company have not moved in for many years.

5945. (*Lord Donoughmore.*) Did not the Great Western directors at one time obtain an Act empowering them to make a line to Fishguard?—Yes, that was the original South Wales line, which has been resuscitated this year, and has been passed.

5946. Is it the intention of the Great Western Company to make a harbour there?—It is not promoted by the Great Western Company, but it is promoted by independent parties, and they say that they will make a harbour there.

5947. The passage across the channel from that point to Wexford is a very short one?—Yes, it is, and they say that they can compete successfully with the route by Holyhead. I think it is about the same mileage, or less, or within a mile or two of the route by Holyhead.

5948. (*Chairman.*) Was not an Act obtained last year for a railway on the Irish side of the channel, to a place called Roslea Harbour?—Yes.

5949. Is that the point you mean?—Yes.

5950. If all the Irish railways were amalgamated to be worked as one company, do you think it would be necessary to take any precautions against that company endeavouring to concentrate all the traffic at any one port to the injury of the other Irish ports. I think there is no doubt that that would be so. At the present time the local companies seem to direct their attention mainly to their own particular port, and that is the reason why there are complaints made that the traffic is not allowed to take its own course. If all the Irish railways were amalgamated, it would, of course, depend upon the directory as to which port they would favour, so that probably some stipulations would be necessary in order to protect the interests of the various ports.

5951. Would it be the interest of one company, or do you think they could work the traffic cheaply if they endeavoured to concentrate it all at one of the ports, rather than to distribute it in the proportions in which it would naturally go to the different ports?—Certainly they might do so. The Waterford and Limerick Company, who are working in friendly connexion with us now, as they have done with the Great Southern and Western Company, and with the London and North-western Company, have entered into an arrangement by which the traffic should go from Limerick to Waterford, and that they are to obtain the same payment upon it, although it leaves their line at the Limerick Junction.

5952. What sort of stipulations do you think would be necessary to give all the ports a fair chance?—I think it would require some very strong clauses to be framed, giving an appeal to some tribunal in case the traffic was improperly diverted.

5953. Ought traffic, in your opinion, always to be allowed to take the shortest course?—I do not say that under all circumstances, because there is no doubt that when there is a superior route it cannot be expected that traffic should be sent by the shortest route, and in that case the longest route might be the best. Take, for example, the traffic arising close to Waterford; it might be the interest of the Company to take that traffic to Dublin, although the parties might be willing to send it to Waterford, and we have had complaints made to us by parties who use the Waterford route that when they want to get trucks to take the traffic to Waterford they cannot obtain them.

5954. (*Mr. Hamilton.*) From what Company do you mean?—I think from the Great Southern and Western Company; but I do not say this from my own knowledge. This has been stated to us by parties trading on our own line. I do not make use of that as a complaint against the Great Southern and Western Company at all.

5955. (*Lord Donoughmore.*) Have you a list of the places in England to which you have through booking arrangements with the Waterford and Limerick Company?—I think I have a list of some of them.

5956. Is Crewe among those places?—Yes; Crewe is a London and North-western station.

5957. I thought your line ran to Crewe?—It will run to that place. Crewe is, in fact, one of our junctions with the London and North-western line; but the connecting link between our main line and the line which runs to Crewe is not yet opened.

5958. Is Wolverhampton one of the places?—Yes.

5959. Which do you consider is the natural route for goods passing from any place in the south of Ireland to Wolverhampton, is it by Waterford and Milford, or by Dublin and Holyhead?—I think, for goods going to Wolverhampton, the most convenient route would be by Holyhead.

5960. Which would be the route for goods sent to Birmingham?—The same route.

5961. And yet you compete with the Great Southern and Western Company and the London and North-western Company by making through rates by the other route?—Yes, we make through rates; but I say, notwithstanding that, I believe the other route is the best of the two from those places.

5962. Are your charges lower than theirs are, or are they the same?—I can scarcely answer that question. We have only just received from the London and North-western Company their scale of rates, and they have not yet been compared. We have a right to book through by the London and North-western line, but it is not fully put into force yet. We applied to them for their list of rates, and they have now sent them to us, and they are under consideration.

5963. Is Manchester one of the places to which you have through booking?—No; we have not through booking arrangements to any place so far north.

5964. (*Capt. Galton.*) Is Shrewsbury too far north?—I believe they can send, *viâ* Holyhead, the Wolverhampton and Birmingham traffic. We send by the north also.

5965. (*Lord Donoughmore.*) Do you think it would be possible to make an equitable arrangement as between Dublin and Waterford by running a line across England, and saying that all places to the north of that line should be considered as entitled to the Dublin route, or rather that the Dublin route should be entitled to the traffic from those places, and that the Waterford route should be entitled to traffic from places south of that line?—I think it is possible, as between the different companies, that such an arrangement might be made.

5966. Are you aware that such an arrangement was made between the Great Southern and Western

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Company and the Midland Company?—I am generally aware that there was such an arrangement.

5967. (*Capt. Galton.*) Do you think it would be an advantageous arrangement for the public?—I think that it would be equivalent to closing up one route in each direction.

5968. For the benefit of a particular port?—Yes, and for the benefit of the two companies.

5969. (*Lord Donoughmore.*) Supposing that division was coupled with stringent powers to oblige the companies to carry at certain reasonable maximum fares, do you think the arrangement would work well in the interests of the public?—I have no doubt that it would work well in the interests of the public; but, as I said before, I think it would be equivalent to shutting up one of the routes, because if parties wished to send traffic between a place in England and a place in Ireland in a way contrary to that arrangement, they could not so send it.

5970. As matters stand now, all traffic which is brought to any local station of a railway company at which that company are the masters, and there is no competition, goes by the route which is favoured by that company?—That is so.

5971. For instance the traffic brought to the station at Tipperary, which is on the Waterford and Limerick line, is naturally sent by the Waterford and Limerick line by the Waterford route; but if it is brought to the station at Dundrum, close by, which is on the Great Southern and Western line, it is sent by Dublin?—Yes, but so far as the Great Western Company are concerned they are desirous that the traffic should take its own natural route, and there are four points with which they interchange traffic with Ireland now: one is Bristol, another Milford Haven, another Chester and Holyhead, and the other Birkenhead, and they are disposed to keep those four routes open.

5972. (*Mr. Horsfall.*) Would not such a division of the traffic, as has been suggested, be so far disadvantageous that it would enable the railway companies to charge high rates and up to the maximum fares?—No doubt, in combination with the Irish companies, it would be so, if the traffic would bear them.

5973. (*Capt. Galton.*) You say that it is the wish of the Great Western Company to keep open the four routes you have named?—Yes.

5974. What arrangements do you make for keeping them open; do you allow people to say by what route their traffic shall go?—Yes.

5975. I suppose there is a different rate of charge according to the length of the route?—If we booked through *viâ* Holyhead or Milford to the same places, it would be the same rate.

5976. I suppose the majority of persons would say they did not care which way the traffic went?—At the present time we only book to Cork *viâ* Bristol, and in that case the rate charged by the steam-packet companies, being less, it is the cheaper route, and parties select that route when they are not particular in point of time to a day, but those packets do not run every day.

5977. (*Mr. Hamilton.*) Is there anything to prevent your booking through between Bristol and Waterford?—Nothing; at one time we did book through *viâ* Bristol and Waterford, but when the Milford packets were put on, the South Wales Company being then an independent line, the through booking was withdrawn. We have stated, even lately, to the parties that we are willing to book through from London to Waterford *viâ* Bristol, and that the Great Western Company are willing to keep those routes open.

5978. I understood you to refer to some arrangement with regard to the Limerick junction, which operated as an impediment to the free interchange of traffic; will you be good enough to explain that?—An agreement has been entered into by the Great Southern and Western Company, the Waterford and Limerick Company, the London and North-western Company, and some of the packet companies, the

City of Dublin Packet Company, and also Messrs. Malcolmson's Company, by which it is agreed that certain portions of the traffic shall be considered as going *viâ* Waterford, and certain portions *viâ* Dublin, but the traffic really takes the Dublin route; the Waterford and Limerick Company being paid by a certain per-centage upon the traffic just as if it passed over their line, and Messrs. Malcolmson being paid in the same manner.

5979. (*Lord Donoughmore.*) Can you give me the date of that agreement?—I am speaking from a circular that was issued on the 10th January 1865, and the note upon that states that this arrangement came into operation in September, 1864.

5980. (*Mr. Glyn.*) That is an arrangement, is it not, very much between the Great Southern and Western and the other Companies?—It has reference to the routes which the Great Southern and Western line feeds.

5981. (*Lord Donoughmore.*) Is it in the nature of a common purse agreement?—Yes.

5982. A certain portion of the traffic is credited to Waterford; no matter how the traffic is carried?—Yes; the traffic arising at Limerick, if there was no agreement, the Waterford and Limerick Company would take to Waterford if the public would permit them, and hand it over to the Great Southern and Western Company at Limerick Junction, and although they take it over only about one-third of their line, they are paid just as if the traffic passed over the whole of it.

5983. (*Sir R. Hill.*) Is that done with or without the consent of the persons despatching the goods?—It is done in the cases to which I have referred without the parties being asked anything about it; of course the consigned traffic would be taken by the route *viâ* Limerick Junction, if the public required it.

5984. It is not done then in defiance of the wish of the consignees?—No; I have no doubt that if the traffic was consigned *viâ* Waterford they would so take it.

5985. (*Mr. Hamilton.*) Is there any doubt as to the genuineness of the document you have referred to?—None.

5986. I suppose it is a very ordinary case of arrangement between different companies?—I do not know of any such arrangement being in existence at the present time.

5987. Do you know the amount of the rebate or allowance that is made to Mr. Malcolmson as between Waterford and Dublin, for I understand that he gets a rebate whether he carries the goods or not?—Yes, he does.

5988. Do you know what that amounts to?—He is paid as if one half of the traffic took that route.

5989. Who pays that rebate to Mr. Malcolmson?—It is out of the freight upon the gross traffic. Suppose that all the traffic which is obtained from Limerick and sent, say, to Birmingham, is carried *viâ* Dublin, then the great Southern and Western Company and the London and North-western Company obtain all the receipts in the settlement in the Irish clearing house; but Messrs. Malcolmson and the Waterford and Limerick Company have their proportion from them.

5990. And of course that prejudices the trades of the port of Waterford?—Undoubtedly.

5991. (*Mr. Glyn.*) It benefits the railway company having a long run, the Great Southern and Western?—Yes, it does.

5992. (*Mr. Hamilton.*) Has any representation been made upon this subject by the Great Western Company, because, I presume, this arrangement prejudices their interests also?—We have made representations to the London and North-western Company upon it.

5993. (*Chairman.*) Do you receive any Irish traffic at Birkenhead or at Chester?—We receive Irish traffic at the present time at Liverpool. There are no steamers which now run into the Birkenhead

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docks, but we are in expectation that traffic will be done through Birkenhead in about 18 months.

5994. Do you expect traffic from the north of Ireland?—Yes.

5995. (*Capt. Galton.*) Will the steamers be your own?—It is not in contemplation by the Great Western Company to put steamers on. We have frequently discussed the matter about running lines of steamers to Birkenhead, and the trade which naturally comes from the north of Ireland to Liverpool will always be large, therefore these packets will bring the through traffic for the railways at the same time, and as Birkenhead is so convenient a place, we expect that a line of steamers will be run to that place from Dublin; that is a matter which has been latterly discussed, but no arrangement is yet made; nothing tangible has yet been arrived at. With regard to running a line of boats to Greenore, that only is in contemplation.

5996. (*Capt. Galton.*) Will you be good enough to state the reasons why you consider it is desirable, for the public interests, that all the railways in Ireland should be amalgamated into one?—Because, I think, where the traffic in the country is so small as it is, and the local companies are all endeavouring to carry that traffic to a particular port, which they consider in their own interest entirely, the traffic, not having the free flow which it would have if all the lines were in the hands of one company, is not so large as it would be, and the public do not get all the conveniences and accommodation which I think should be provided for them. I can speak from some experience with regard to amalgamations, and as to their effect in opening routes, because, before the Great Western Company became amalgamated with the West Midland Company, we had junctions at four or five places, and yet we did not interchange traffic, or only as little as each company could give; but as soon as the amalgamation took place we made through rates, and we did not then care which route the traffic took, whether by the one or the other of the lines, or partly over their line and partly over ours; and the consequence has been that a very large amount of additional traffic has sprung up between the two lines. Of course it cannot be expected that this will happen in anything like the same proportion in Ireland, because there are in that country no collieries nor iron works, nor any large manufactures, as there are in England; but still I believe that traffic would arise to a very great extent.

5997. And the gain that would be made upon one railway would compensate for the loss sustained upon another?—Yes, exactly so. I may state that the West Midland Company and the Great Western Company before the amalgamation were both anxious to obtain the largest amount of profit for their own line, but the moment the amalgamation took place, and there was no longer any difference of interest, the traffic took its own free course, and although we reduced many of the rates considerably, the traffic became so largely developed that we were more than compensated for the reductions we had made, and the public were greatly benefited.

5998. (*Mr. Glyn.*) And I suppose there was a considerable reduction in the working expenses?—There was some reduction in the working expenses also, but that has not been felt upon the Great Western line to the extent that might be expected, because the directors of the Great Western line have been expending considerable sums of money upon the line, and they have also very much improved their service.

5999. If the new system works as you say, there would in Ireland also be a saving of working expenses?—Yes, there would be a great advantage in having the rolling stock, the engines and carriages, available to go over all parts of the country wherever they were required.

6000. There would be great economy in material?—Yes, very great economy; and there would also be a saving in the general charges, but that does not really amount to a very large sum, nothing to com-

pare with the advantages that would be otherwise gained.

6001. (*Mr. Hamilton.*) The experience you have obtained in the working of the two systems, the West Midland and the Great Western, leads you to entertain a favourable opinion as to the effect that would be produced in Ireland by an amalgamation of all the railways there?—That is so. We have also entered into an arrangement with the Vale of Neath Railway Company, where, in the same manner, the traffic arising upon that railway might take either the route *viâ* Neath or *viâ* Aberdare, we having junctions at both places. They struggled to get the longest mileage on their line, and they had the power to charge certain local rates upon it, so that the effect was that we were compelled to give up the right to get a fair mileage proportion out of it. But when we entered into an arrangement with them in December last, we reduced all the coal rates to London to about 1s. 5d. a ton.

6002. (*Sir R. Hill.*) What was the effect of that reduction?—I believe that the coal traffic at the present time is 20 per cent. higher than it was; but I should say that it does not entirely arise from that cause; for we expected, under any circumstances, to get a large coal trade into London; but that is another instance to prove that where you do away with the separate pocket interests of companies, the companies derive great advantages from it.

6003. Has there not been a very large increase of traffic upon the Great Western line within the last two or three years?—Yes, I dare say that in the first year after the amalgamation took place, our traffic increased probably to the extent of 8 or 9 per cent.

6004. Do you consider that that was owing mainly to the arrangements which you have been describing?—Yes, to a large extent.

6005. You believe that the Great Western Company have derived great benefit themselves, and that at the same time the public have been benefited?—Yes, it has benefited the public to a very large extent. The Great Western shareholders have not yet obtained the benefit resulting from it, which they might otherwise have done, if it had not been for the extended service which they have given both with respect to goods and passenger trains, and other expenses which they have incurred, and which have not yet been fully recouped by an increase of traffic, but which will be recouped.

6006. I was speaking rather of the benefit to the public from the reduced charges?—That is undoubted. In the same manner, not only as between the West Midland Company, the South Wales Company and the Great Western Company, had the amalgamation the effect which I have just stated, but in dealing with such companies as the London and North-western and the Midland Company, those companies have not, and neither has the Great Western Company, looked at small matters in the same way that we did before.

6007. Do you believe that the adoption of a similar arrangement in Ireland would lead to similar results?—Yes, but of course there would be a difference in degree in consequence of the difference between the two countries.

6008. (*Capt. Galton.*) The fewer separate railways there were in Ireland the better it would be for the country?—Yes.

6009. It would be better to have one system rather than two or three systems?—I do not say that two or three systems might not obtain the whole, or nearly the whole, of the benefit that I have referred to; but I do not see anything in Ireland which would make it necessary to put the Irish railways into three systems, if no reason could be urged against their being put into one.

6010. (*Sir R. Hill.*) You think that they are not too large to be put into one system?—No.

6011. The total mileage of the Irish railways is, I believe, less than the total mileage of some of the large systems of railways in France?—It is about the

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same, I think. I believe that the total mileage in Ireland is about 1,700 miles, and the mileage of the London and North-western and the Great Western lines is about 1,300 miles each.

6012. (*Sir R. Hill.*) The mileage of some of the railway systems in France, I believe, is very much more?—From 1,700 to 1,900 miles.

6013. (*Mr. Glyn.*) There would be no more difficulty in working the Irish railways as you propose from north to south in one system than in working from Birkenhead to the Land's End?—I see none.

6014. (*Mr. Hamilton.*) The train mileage would be very materially less would it not?—I do not know that. I think that if all the railways in Ireland were put under one company, the larger the company the more service the public would expect from them.

6015. Would not the train mileage of the whole Irish system be considerably less than the train mileage on such a line as the London and North-western?—Yes.

6016. (*Mr. Glyn.*) Are you of opinion that one Board could develop the local traffic in Ireland satisfactorily?—Yes, I am.

6017. (*Mr. Hamilton.*) Have there not been instances of complaints being made that the local traffic is apt to be neglected by the existence of the system to which you have already referred?—There have been frequent complaints, but I have never known a case authenticated. All the railway companies in this country have to pass through the ordeal of coming before Parliamentary Committees every year, and I think the traders have never once complained that they could not then obtain redress for any complaints they had to make; since the year 1849 there has not been a year in which we have not had our tolls attacked, and I believe that we have passed successfully through every committee.

6018. (*Mr. Glyn.*) As far as practicable the members of the different railway boards in England are selected in order to represent the different local interests?—Yes, to a great extent.

6019. (*Sir R. Hill.*) It is highly advantageous to the companies as well as to the public to cultivate the local traffic, is it not?—I think that the local traffic of every railway is a most important matter.

6020. Therefore if the directors of the amalgamated Irish railways were to look to their own interests, they would cultivate the local traffic?—Most undoubtedly they would.

6021. (*Mr. Horsfall.*) The amalgamated company would, of course, have its agents to look after the local traffic?—It would subdivide the lines into such lengths as would be most convenient for efficient working, and probably it would divide the attention of its board by appointing different committees to look after the various districts.

6022. Beyond this, would it not be desirable that they should have agents employed in the different parts of the country, in the place of, perhaps, eight or ten directors to look after the traffic in the same locality?—No doubt in the same way that the London and North-western Company would have a manager in Manchester, another in Liverpool, and another in Leeds, for the purpose of looking after the traffic.

6023. (*Sir R. Hill.*) Other things being equal, an extensive system, you think, can be better managed than a small one?—It can be better managed than a number of small systems, undoubtedly.

6024. (*Mr. Hamilton.*) Were you not in Ireland a few months ago?—Yes.

6025. Had you any opportunity then of seeing the working of the railway system in Ireland?—Yes; I was in the north of Ireland; I went there with a gentleman, and we were very much struck indeed by the smallness of the lines of railway there, and with what we thought was a very undesirable mode of working them, and in consequence of this we thought that it would be a great advantage if the lines were amalgamated. I had no notion then of any investigation such as the present taking place, but we expressed that opinion at the time.

6026. What do you mean by an undesirable way of working the lines?—For instance, you will see some parties in the north who are all for getting everything for Belfast, others for Londonderry, and others for Dublin, and so on, instead of working the lines as one company and letting the traffic take its natural route to either of those three places.

6027. Then you think the traffic was placed under compulsion?—Yes, no doubt.

6028. (*Capt. Galton.*) From the local interests of individual directors?—I should imagine so.

6029. (*Lord Stanley.*) Do you feel certain that if all the Irish railways were in the hands of a single company they would not fall into the same error?—It would require, I think, some strong clauses to make sure that one company directed by a particular board and selected in a particular manner did not fall into the same course.

6030. You think that they should be tied up so as to avoid all local connexions and influence as far as possible?—I certainly would not go so far as that, for I believe that a local director is very often, from his knowledge, of very great value to a company.

6031. (*Sir R. Hill.*) But you think that the directors should look to the general interests of the Company rather than to separate and individual interests?—Yes.

6032. (*Mr. Hamilton.*) Have you had any opportunity of forming an opinion as to the condition of the railways in Ireland?—From what I saw of them I thought that the lines were in very good condition.

6033. Was the rolling stock in good condition?—It was in fair condition, but not in such good condition as on our best lines.

6034. Was the permanent way in good order?—Yes, with the exception of one line which I should prefer not to mention, which we thought was not in good order.

6035. (*Mr. Glyn.*) Do you consider that they work the lines satisfactorily in Ireland?—They appear to do so; the trains appear to be punctual.

6036. Not at a low speed, generally?—Yes, and therefore that is a reason for their being punctual.

6037. (*Chairman.*) Do you think that a project for amalgamating the Irish lines would be looked upon with jealousy by any of the great English railway companies?—That would depend upon how the company was constituted, but I should think that any railway company that was merely desirous of having its fair share of traffic would have no objection to see all the Irish railways amalgamated if they saw that the managing company was fairly constituted.

6038. (*Capt. Galton.*) Such an amalgamated company should be either entirely independent of the existing English railway companies or should have directors in it who would represent them?—Either of those courses is what I think would be the best to be adopted.

6039. With regard to working the Irish railways, are there any items of expenditure which you think would be cheaper in Ireland than in England?—Perhaps wages might be cheaper for a certain class of men.

6040. Not for the skilled workmen?—No, I should not think so.

6041. For artificers?—Not as far as I have understood from mechanics in Ireland; I do not think there is much difference in the wages of skilled mechanics in Ireland as compared with those paid in England. Porters and that class of persons would be paid less than we pay them in England.

6042. Would that make any material difference?—I do not think there would be much difference. There are, however, many circumstances which have to be taken into account; for example, in England we run much quicker trains, and therefore both our rolling stock and the permanent way suffer deterioration more rapidly. In Ireland they travel slower, but then they have not such heavy loads to draw. When you come to take these other circumstances into account, the per-centage of expenses upon receipts will not be

found to be very different. In Ireland they will send goods trucks with much less than a full truck load. In England, where we carry a much larger quantity of merchandise, we are more frequently able to send full truck loads, which tends to economy.

6043. (*Mr. Glyn.*) That applies also does it not to passenger trains?—Yes, and therefore although there might be some items that are cheaper in Ireland, there are certain circumstances which seem to tell against their working cheaper.

6044. (*Mr. Hamilton.*) What has your experience been of amalgamation or the absorption of small lines into large ones; has it the effect of raising the rates of wages or not?—As far as the Great Western Company is concerned it has always had that effect.

6045. Do you mean to say that porters and the ordinary servants of railways receive higher wages when serving an amalgamated company than when they are employed by a small local company?—Yes, undoubtedly; in the case where the London and North-western Company and the Great Western Company took the Shrewsbury and Hereford railway into their hands, there I believe we raised the wages of nearly the whole of the staff upon the line, and we put them on a similar scale to that of the London and North-western and our Companies, and I think in the case of every other small line that we have taken we have paid a little more.

6046. Should you anticipate the same result if the Irish railways were amalgamated?—I cannot say that, because there would be the same scale as is in force now; but if the Great Southern and Western Company are paying higher wages than the Waterford and Limerick Company, I think it quite possible that they would have to pay more.

6047. If the large lines absorbed the small lines, then the average rate of wages would be the rate of the Great Southern and Western Company?—Yes.

6048. (*Sir R. Hill.*) Would that result necessarily follow?—When you employ a large staff of people you have to bid pretty high to get a good class of men.

The witness withdrew.

CHARLES LANTON, Esq., examined.

6057. (*Chairman.*) You are a civil engineer?—Yes.

6058. You are, I believe, connected with some of the Irish railways?—Yes.

6059. Of what railways have you been engineer?—The Belfast and Northern Counties, which comprehends the line from Belfast to Ballymena, and from Ballymena to Coleraine, the Portrush, and the branch from it to Cookstown, and also the branch from Carrickfergus to Larne. I am also engineer to the railway from Belfast to Bangor.

6060. Are all those railways in operation at the present time?—They are.

6061. Have you kept up your connexion with the railways besides having originally laid them out?—Yes; I am at present consulting engineer to the Belfast and Northern Counties system.

6062. Are you consulted by the directors upon any points connected with the traffic on those railways?—I generally attend the board, but the more special duties of the traffic are of course attended to by the manager.

6063. You are acquainted with the system pursued by the directors?—Yes.

6064. How long has the railway been opened from Belfast to Coleraine?—The line from Belfast to Ballymena I think was opened in 1847 or in 1848, and the other about five years afterwards, from Ballymena to Coleraine.

6065. Has the traffic upon those lines been satisfactory?—On the line from Belfast to Ballymena it has been very satisfactory indeed, and the parent line there would have made a very good return. We made a branch, which is unmarked upon the map on

6049. By giving higher wages you probably get a better class of men?—Yes, and that is what we strive for, but on the small lines of railway they have not got so good a class of men because they do not offer the same inducements.

6050. You pay a larger amount of wages after an amalgamation has taken place, and you find that you are better served?—That is the very object for which we give a better scale of wages.

6051. It does not necessarily follow therefore that the total expenditure of the company is increased?—On the contrary, I consider that having a good class of servants is the best economy.

6052. (*Chairman.*) Are the large railway companies obliged to pay higher wages to porters and that class of servants than the smaller railway companies?—As a rule they do so with the view of getting good men.

6053. At the smaller stations where a superior class of porters can hardly be required, do they pay higher wages than the small companies?—As a rule the same scale applies to all the country stations, but there are some cases in which a youth is put in the place of a man, and in that case a saving is made.

6054. (*Mr. Hamilton.*) In the large railway systems are there two rates, a town rate and a country rate?—Yes, and in Lancashire, for instance, I have no doubt that the London and North-western Company pay higher wages than quite in a country place. The Great Western Company do in Staffordshire, where living is more expensive.

6055. Under similar conditions it would not answer to have two rates of wages?—No; in the country we pay the same rates of wages all over the country.

6056. (*Sir R. Hill.*) Are the men promoted from the less important towns to large towns?—London is our most important station, but as a rule I think the men would rather not come to London, but would prefer to live in the country where living is less expensive. We promote the porters to the post of goods guards and pointsmen as we find them to be competent.

the wall, from Antrim to Cookstown, which had the effect of very materially reducing our dividends.

6066. Will you have the goodness to state the fares charged upon your system?—The fares which are generally charged are 2d., 1½d., and 1d. per mile, but we have been for a time in the habit of giving third-class return tickets, which, I believe, is a practice not generally adopted on the lines in Ireland, but we have adopted it.

6067. Do you issue third-class return tickets by all the trains?—Yes, by all the trains, except the express trains.

6068. And between all the stations?—Yes. We also run market trains from all the stations to the different market towns, such as Ballymena, Coleraine, and Derry, where the large markets are.

6069. At what rates?—At the single fare for a return ticket, which would average about a halfpenny per mile for third-class passengers.

6070. (*Capt. Galton.*) How many trains do you run in a day which have third-class carriages attached to them?—We run four trains a day from Belfast to Londonderry.

6071. Do you carry third-class passengers by all those trains?—Yes. We have an express train that runs to Portrush by which we do not carry third-class passengers; we have eight or nine trains which run to Carrickfergus, by all of which we carry third-class passengers.

6072. Are the third-class trains the same as they were when the Londonderry and Coleraine lines were separate?—I think they are.

6073. Are all the trains full of passengers?—We have a very fair passenger trade.

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6074. (*Chairman.*) Has there been any variation in the fares since the railway was originally opened?—I think not, except as to giving third-class return tickets for third-class passengers. That has been introduced, I think, only since 1860. When introduced it had the effect of materially increasing the third-class traffic, but it also had the effect of making a considerable depreciation in the second-class traffic, but not to so great an extent as the increase which took place in the third-class traffic.

6075. Was the result, upon the whole, profitable to the company?—Yes, it was satisfactory.

6076. But in way of profit to the railway shareholders was it satisfactory?—Yes.

6077. The line between Coleraine and Londonderry does not belong to your company?—No; it is worked by our company. We had a lease of it for four years, and at the termination of that lease, which occurred in April last, the sum that we paid was 10,000*l.* a year. We found that we had lost so much by it that we would not renew the lease; but we entered into working arrangements, and therefore we have still the management and control of the Londonderry and Coleraine line, and we work into Londonderry with our engines and plant.

6078. (*Lord Donoughmore.*) Is that for so much per cent. upon the receipts, or so much per train mile?—So much per train mile. I think it is 1*s.* 10*d.*, that is, guaranteeing a certain number of miles to be run.

6079. (*Chairman.*) When you worked the line, paying a rent of 10,000*l.* a year, you found there was an annual loss to the company?—Yes, there was.

6080. The line had previously been worked by Mr. Roe, had it not?—Yes, it had.

6081. Is it within your knowledge that Mr. Roe stated the result had been very profitable to him while he held it?—I am not aware of his having stated that, but I should say this, that there has been rather a change in the traffic since Mr. Roe left it, and a second line has now been opened from Larne to Belfast, the green line upon the map from Omagh, and we entered into an arrangement with the Ulster Company, who are the principal proprietors of that line, to divide the traffic between Londonderry and Belfast between the two companies.

6082. When your company took the line from Mr. Roe, did you make any alteration in the fares that you found had been established by Mr. Roe?—I am not aware of any alteration being made.

6083. Do you believe that the rate is the same as it was then?—I think so, but I will not speak positively upon that point, because these are matters of detail, which are more in the hands of the manager than in my department.

6084. (*Sir R. Hill.*) Who is the manager of your railway?—Mr. Cotton.

6085. He will be able to speak to those points?—Yes, and he could give very valuable evidence indeed upon the subject of the fares.

6086. (*Mr. Horsfall.*) You are probably aware that when Mr. Roe leased the line he reduced the fares very materially?—No, I am not aware of that.

6087. You are perhaps able to speak to the receipts during the time that Mr. Roe held the line, as compared with the receipts before he took the line?—No, I cannot speak to the rates comparatively.

6088. (*Mr. Glyn.*) How many years did you work the line before you altered the agreement?—Four years; it only expired in April last.

6089. You took it for the remainder of Mr. Roe's lease?—Yes.

6090. At the expiration of that lease you found it so onerous that you altered the agreement?—Yes, we entered then into working arrangements.

6091. (*Chairman.*) When was the competing line by Omagh and Dungannon opened?—I think it has been opened for about three years.

6092. Did your line become much less profitable after that competing line was opened than it had been

before?—Yes, it reduced the income from 1,500*l.* to 2,000*l.* a year.

6093. (*Mr. Glyn.*) Was that line opened during the time of Mr. Roe's lease?—No, I think not.

6094. Not until the expiration of the lease?—It was during the time that we had the lease.

6095. It was opened during the time that you had the lease?—Yes.

6096. (*Sir R. Hill.*) Was the lease granted by the Government?—It was partly from the Government; the Exchequer Loan Commissioners had a mortgage upon the line. We were obliged to get their sanction to a transfer of the lease.

6097. (*Mr. Glyn.*) The new line was a competing line?—The line from Omagh and Portadown is opened, and a second line has been opened from Londonderry to Belfast.

6098. For how many miles does that compete with you?—95 miles is the whole distance.

6099. (*Sir R. Hill.*) Which is the shortest line?—The Coleraine line is the shorter of the two, but very little.

6100. (*Mr. Horsfall.*) Do both the companies charge the same rates?—Yes.

6101. (*Chairman.*) There is only competition between the two extremities?—That is all.

6102. Do you charge the same rates on the whole of the line between Londonderry and Belfast as on the part between Belfast and Coleraine?—I think so. I think the fares are generally the same.

6103. Is your traffic chiefly in passengers?—No; the traffic of goods is about the same as the traffic in passengers. We have a very large goods traffic.

6104. Have you any traffic in coals?—Yes, inland, from Belfast to Ballymena; and from Portrush to Ballymena there is very considerable coal traffic.

6105. Is the coal carried for manufacturing purposes or for household purposes?—For both.

6106. Is it used to any considerable extent for manufactures?—Yes, it is, in the neighbourhood of Ballymena; that is a manufacturing town, and a considerable quantity of coals is carried to that place.

6107. At what rate do you carry coals?—I believe that Mr. Cotton made a return of the rate at which the coal was carried; it is about a penny a ton per mile for distances beyond 50 miles, and a penny farthing a ton per mile under 50 miles.

6108. (*Sir R. Hill.*) Do those charges include terminal charges?—Yes, they do.

6109. Do you consider it an advantageous arrangement to make a certain charge up to 50 miles, and then a smaller charge for over 50 miles?—Yes.

6110. Does not that lead to this result, that the charge for 50 miles is more than for, say, 52 miles?—Yes, of course it does in those cases.

6111. (*Mr. Horsfall.*) Have you found that the traffic in cattle has at all increased?—No, I do not think it has increased. I think that the traffic generally in cattle has decreased, but that has been consequent upon there not being the same number of cattle in the country.

6112. That is during the past year?—Yes; previously to that we had a great deal of traffic in cattle; there was a considerable amount of cattle exported from Belfast, and at the same time we had a boat running from Larne, and there was a considerable amount of traffic from Larne to Stranrea.

6113. Do you think that any considerable reduction in the rates would increase the traffic in cattle?—With regard to the question of rates and so forth, I am scarcely competent to answer, for I have not considered the matter so much as the manager has done, and I am not so competent to speak upon that point as he would be.

6114. (*Mr. Hamilton.*) If the rate charged upon coal was reduced, do you think that the demand for coal inland would materially increase?—No; in Ireland there is always a difficulty to contend with in the matter of coals with reference to the quantity of peat in the country; when there is any large quantity of turf the demand for coal diminishes; it depends very much

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upon the season, or rather upon the previous season, whether there has been a good season for making turf: the demand for coal would be decreased in the ensuing season.

6115. (*Sir R. Hill.*) A good season I suppose is a dry season?—Yes.

6116. (*Mr. Hamilton.*) Do you think that if the rate upon coals was reduced there would be a larger consumption of coals?—Yes; the demand for coal is gradually increasing, and there is no doubt that the inland consumption of coal in Ireland is becoming gradually more and more.

6117. (*Capt. Galton.*) Is coal preferred to peat?—I think, generally speaking, in those towns which are convenient to railway stations the consumption of coal has been very much increased.

6118. (*Mr. Hamilton.*) Do you know what the rates charged upon coals are upon the English railways?—No.

6119. You are not aware that 1*d.* a ton per mile is a heavy rate?—No; but then I suppose it is very likely that 1*d.* a ton per mile, where they have such a very long haulage as in England, makes a very considerable difference. I suppose that the hauling from the coal fields in the Midland counties to the London districts would make it a more profitable speculation at $\frac{3}{4}$ *d.* a ton than 1*d.* a ton upon a shorter distance.

6120. Are the gradients favourable on the lines with which you are connected?—The steepest gradient on the Northern Counties is 1 in 100.

6121. What is the maximum coal load that one engine can draw?—We can go up the steepest incline with 32 waggons with one engine, each waggon carrying about five tons.

6122. (*Sir R. Hill.*) 160 tons in all?—Yes.

6123. (*Mr. Hamilton.*) On the English railways the maximum train load is much greater?—Yes, it is because the gradients are generally better, at least on all the leading lines.

6124. (*Sir R. Hill.*) Do you work the engines expansively?—Yes.

6125. What coal is consumed in the north of Ireland?—They use Scotch coal principally, for manufacturing purposes, and a very large quantity of Scotch coal is brought over to Ireland; that is almost entirely used for manufacturing purposes.

6126. At what price per ton is it sold in Belfast?—I believe the price varies from 9*s.* to 11*s.* per ton.

6127. Delivered to the consumer?—No; house coal is very much more expensive; it varies from 15*s.* to 17*s.* a ton for English coals. I have been speaking of Scotch coal, and that is sometimes obtained for as low as 8*s.* a ton.

6128. For what purposes is the Scotch coal used?—For manufacturing purposes, for engines.

6129. (*Mr. Hamilton.*) Do you consider that the condition of the Irish railways with which you are connected is satisfactory?—In what way do you mean?

6130. I mean the condition of the permanent way, and the quality of the rolling stock?—Yes; with reference to the Northern Counties line I should say it is so decidedly, but the line from Coleraine to Londonderry is in a very bad state.

6131. (*Sir R. Hill.*) Has it been in that condition long?—Yes, it has been so for some time, and we have been obliged to give the parties notice to make some very efficient repairs upon it.

6132. (*Mr. Hamilton.*) This is the condition of the line owing to the want of resources?—Yes, it is in a very bad condition indeed; they have no money.

6133. (*Sir R. Hill.*) In what state was the railway when Mr. Roe transferred his lease to you?—It was in a very bad state indeed; and we did as much as we could to keep it in a safe condition.

6134. In what state was the rolling stock?—That was pretty fair, we bought the whole of it from them.

6135. In what state was the road; was that in a bad state?—Yes, there was a want of ballast, and the

sleepers were bad; there was a want of draining and a want of fencing. The bridges are all made of timber, and they are in a very decayed state, and require a very large sum to be expended to put them into order.

6136. You have mentioned a want of drainage?—Yes.

6137. Was the line badly constructed in the first instance?—I do not know, but the drainage is not so important as the other points; the condition of the bridges is the worst point.

6138. In fact the works have suffered from age?—Yes, all the bridges were built with timber.

6139. (*Mr. Hamilton.*) Are you acquainted with the railways in other parts of Ireland?—Not so intimately, but I have been a good deal upon other railways.

6140. Do you consider that the state of repair on the other lines of railway is satisfactory or not?—By merely travelling over a railway you cannot judge, but I believe that some of the leading lines in Ireland are very admirably attended to, such as the Great Southern and Western Line. I believe that that is very well attended to.

6141. There are some lines, I suppose, which earn but little money, and where the state of repair is not satisfactory?—I cannot speak personally upon that point.

6142. (*Chairman.*) Has the question of lowering the fares ever been considered by your board?—No; the question has come before them of course several times, but they are under the impression that the fares are now at a very reasonable rate.

6143. Your fares are lower than the average of those charged in Ireland;—Yes, to the third-class passengers, I think they are; by the return tickets which are issued, and by the market tickets which are always issued at single fares to the third-class passengers on market days.

6144. Do you carry a large number of third-class passengers?—Yes, we do.

6145. Do you think the number would be materially increased by lowering the fares?—I think that lowering the fares would increase the number of third-class passengers, but I do not know whether that would increase the receipts.

6146. You do not think that it would be profitable to the company to lower the fares any more?—I do not know.

6147. (*Sir R. Hill.*) You have expressed an opinion, I think, to the effect that lowering the fares to $\frac{1}{2}$ *d.* a mile for market passengers was advantageous to the railway company?—No; what I meant to say was giving return tickets to third-class passengers.

6148. That you think was advantageous?—Yes; it increased the number of the third-class passengers and diminished the number of the second; but the total increase in the receipts was greater than the diminution which took place upon the second-class passengers.

6149. Upon the whole it was advantageous?—It was.

6150. (*Capt. Galton.*) Do you think the market tickets were not advantageous?—I do not say that; it only happens once a week.

6151. Do you know whether a very large number of persons avail themselves of them?—Yes.

6152. Persons who would otherwise not have travelled?—Perhaps not.

6153. Did you issue market tickets when the railway was first opened?—No, they were introduced by Mr. Cotton.

6154. Since the practice has been introduced have a larger number of persons travelled than before?—Yes, I should say so.

6155. To that extent then it has been beneficial?—Yes.

6156. So far as lowering the fares has hitherto been carried it has been advantageous?—Yes, to the third-class passengers.

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6157. But I mean advantageous to the company?—Yes; but there is very great difficulty in dealing with the question of lowering the third-class fares below a certain point, because it has the effect of abstracting passengers from the second-class, and you cannot lower the third-class fares without lowering them on the whole system.

6158. But you have done it by giving them return tickets?—Yes, but we have not lowered the rates per mile.

6159. Have you issued market tickets to second-class passengers?—I think we have issued them for all classes.

6160. (*Sir R. Hill.*) What do you think would be the effect of lowering the rates charged generally throughout Ireland?—I think the rates are low enough for the purpose of remunerating the shareholders in the railway companies.

6161. Do you think that a general reduction of the rates would be injurious to the shareholders?—I do not know what the rates are upon other lines, but I think that upon our own line, that is the Northern Counties system of railways, the rates are quite low enough.

6162. Do you mean that if they were lower the company would suffer?—Yes, certainly.

6163. Permanently as well as temporarily?—Yes, I think so.

6164. (*Mr. Hamilton.*) Do you not think that many persons walk now who would ride if the fares were reduced?—It might be so for very short distances, but I do not think there is very much walking where the lines are with which I am concerned.

6165. (*Chairman.*) Are many of your third-class passengers ordinary labourers?—Yes, and farmers.

6166. Are many of them common labourers?—I think not.

6167. Do you think that common labourers would not travel much by railways?—No, except the emigrants and people going to England for harvest purposes. Great numbers of those travel by railway during the English harvest time.

6168. (*Lord Stanley.*) Do you think it would be possible for you, with the limited population and the limited traffic of the country, to carry as cheaply as it might be done in the populous parts of England, where the amount of traffic upon the same extent of line is so much greater?—Certainly not. There is always the greatest difficulty as to the Irish railway fares; there is a great difference between the two countries, not only with respect to the numbers of the population, but also as to the manner in which the population are scattered. The population in England is gathered into towns, which are very closely placed with respect to each other, whereas in Ireland the population is scattered over a very considerable district of country; the towns are at great distances apart, and not very largely populated, and there is a very great difference between the population of England and that of Ireland, or at least with respect to fares in the probable results in England and in Ireland on that account.

6169. (*Chairman.*) The district around Belfast is very populous, is it not?—Yes, and very prosperous also.

6170. (*Sir R. Hill.*) You think that the traffic between Belfast and Londonderry upon the Northern Counties line was injured by the construction of the competing line?—Yes, the traffic has been damaged by that line.

6171. Looking at the small proportion of the population in Ireland that are carried by railway, do you not think that there are too many railways already in Ireland to be worked with profit to the shareholders?—No; I do not think so. I do not see how those districts would have been well accommodated without them.

6172. I am speaking of the profits to the shareholders. You have given one instance in which the traffic on the line between Belfast and Londonderry

was injured by the construction of a competing line?—That only referred to the two termini.

6173. Still the traffic was injured?—Yes.

6174. May not that have occurred elsewhere, so that the construction of new lines may have reduced the traffic below a profitable point?—I think there are very few competing lines in Ireland, but I have always held the opinion, and I have stated it, that I do not think competing lines through the same district should be permitted in Ireland, because the country is not rich enough to afford it.

6175. We have been informed that several of the Irish railways are in a state of bankruptcy?—I believe that some of them are.

6176. And yet that more lines are in progress?—I do not know whether, in that district in which these bankrupt lines are, there are any more in progress; there are lines at present in progress, but very few.

6177. We have been assured that there are many railways in Ireland which not only pay no dividend to the original shareholders, but which cannot altogether keep their engagements with the preference shareholders and the debenture holders?—I cannot speak from personal knowledge of any with the exception of the Irish North-western line. I do not know as to any of the others.

6178. That being the state of things, can you account for applications being made to Parliament for powers to construct new lines of railway?—That is a very difficult question to answer; it is difficult to assign a reason for the making of railways. The spirit of speculation is so great that you cannot, I think, assign any particular reason.

6179. (*Capt. Galton.*) You think that railways are made more as a matter of speculation than to supply the actual wants of a district?—No, there must be a corresponding want before the speculation is entered into.

6180. (*Lord Stanley.*) Perhaps you mean this, that some lines are made to sell, and some others are made to be worked?—I am not prepared to answer that question.

6181. (*Mr. Hamilton.*) I suppose, with the exception of the neighbourhood of Belfast, the people in Ireland are less able to pay high rates than the people are in England?—I should say so certainly.

6182. How do you get out of this difficulty. You say, on the one hand, that you must have higher rates, because the population is not so dense, and on the other hand, the people are so poor that they cannot pay high rates?—Yes, that is the case, and I think that the two things are quite compatible as facts.

6183. (*Capt. Galton.*) If a railway is to be of real use to the population, ought not low rates to be charged?—I think that low rates ought to be charged, certainly, and I consider that the rates which are charged upon the Northern Counties line, that is, the rates with which I am intimate, are as low as they reasonably can be made.

6184. Is the single fare that is charged at the present time the same as used to be charged to passengers travelling by Bianconi's cars?—I do not know what his fares were.

6185. A penny a mile.

6186. (*Mr. Hamilton.*) Do you not see that if you impose a rate in the interests of the shareholders which is too high for the people, you practically make the railway of no use to the people?—Of course you could impose such a rate of fare as would make a railway useless to the great majority of the people.

6187. The rates in Ireland are apparently higher than the rates in England, particularly for the third-class passengers, although they are less able to pay high rates than the people in England; and the conclusion seems to be that the people in Ireland do not derive the benefit from the railway system which it is desirable they should derive?—The answer to that I think is that you have five or six passengers in England for one in Ireland, and that the great number carried in England will pay at the smaller rate.

6188. (*Capt. Galton.*) I thought you stated that you did not consider that the labouring classes travelled at all by railway because the fares were too high?—No; I think that there is very little travelling among the labouring classes, except at those periods of the year when those classes of people are emigrating to England for the harvest work. But when you talk of the labouring class in Ireland, it should be remembered that the farming class in Ireland are what the labouring class are in England; they have small farms, and the small farmers in Ireland are really not better off than the labouring class in England.

6189. There is a class below that class again, is there not, who would travel by railway if the rates were very low?—Yes; but the labouring class in Ireland are not in the same proportion as the same class in England. Take, for example, an agricultural district; you will find a farmer in this country farming 2,000 acres, and he will have a great number of labourers employed upon that farm. But that number of acres in Ireland, instead of being held by one farmer, will be held by a number of small farmers holding from 10 to 20 acres apiece, and these men are virtually labourers; they do not pay for the labour of others.

6190. (*Mr. Hamilton.*) In which case would there be the greater amount of population upon 1,000 acres, in England or in Ireland?—I believe that the agricultural population of Ireland may perhaps be very nearly equal to that of England; but a large proportion of the labouring population in England consists of manufacturing labourers, while in Ireland there are no labourers connected with manufactures, except in the districts, perhaps, round Belfast and Dublin. There are very few manufactures, except in those localities, and you can scarcely compare the two countries with reference to the labouring classes, or the numbers among them who travel.

6191. (*Chairman.*) Do the population who are employed in manufactures, travel a good deal?—Yes; by excursion trains and pleasure traffic. On occasion of holidays there is a good deal of excursion and pleasure traffic from Belfast among the labouring class connected with manufactures.

6192. Do you think that an amalgamation of any of the lines in the north of Ireland would be desirable?—Yes; most desirable. I think that an amalgamation of the railways going from Belfast to Dublin is a matter of very great importance indeed. I think it is desirable to amalgamate the line from Belfast to Londonderry; that line of railway used to be worked by three different companies. There was first of all the company from Belfast to Ballymena, then the company from Ballymena to Coleraine, and then the company from Coleraine to Londonderry. That state of things caused the greatest possible amount of dissatisfaction; but now we have purchased the Ballymena and Coleraine line, and we work the line from Coleraine to Londonderry, and the difference in the degree of comfort with which that line is now worked is very great indeed. And if the same system was carried out between Belfast and Dublin, it would be a matter of the greatest importance and value to the public.

6193. Do you consider it important, in the interests of the shareholders, and also to the public?—Yes; I have no doubt that the interests of the two are identical. I know of no more glaring case of want of amalgamation than the want of amalgamation between those three lines from Belfast to Dublin, nothing can be worse.

6194. What are the obstacles that prevent amalgamations being carried out to as great an extent in Ireland as in England?—I cannot account for the reason of it; but in these lines especially I think the great objection has been the difference in the value of the capital upon each line; there has always been the difficulty of one line attaching too great a value to its property, and that is rather an obstacle.

6195. (*Mr. Glyn.*) Has not some negotiation taken

place with that object in view?—There was a step made in that direction in the last year.

6196. Upon what ground did the negotiation go off?—Some of the shareholders on the junction line and on the Drogheda line combined for the purpose of forcing the directors into an amalgamation, but they opposed it, stating that they themselves were endeavouring to take steps for bringing about an amalgamation.

6197. Has nothing been done since?—I believe not.

6198. (*Chairman.*) Would the advantage which the public would derive from amalgamation be confined to greater regularity and better arrangements, or would the fares be lowered?—I think that all those objects would be accomplished by an amalgamation; that the public would be benefited and the shareholders too.

6199. (*Mr. Glyn.*) Are passengers booked through now upon that line?—Yes, they are; but there are great delays arising from the different interests; for example, the Belfast Junction, having an intermediate line between Portadown and Drogheda, their interest is to consult the local traffic, and not so much the through traffic from Belfast to Dublin, so that each party has a different interest to look after.

6200. Are all the three lines dividend-paying lines?—Yes, the Ulster line has been paying from $5\frac{1}{2}$ to 6 per cent.; the Belfast Junction has been paying from 3 to 4 per cent. I am not sure about the Drogheda line, but I think it pays 4 per cent.

6201. (*Chairman.*) To what extent should you like to see amalgamation carried in Ireland?—I think that the country might be divided into districts, and that there might be a system of district amalgamation of different lines of railway.

6202. So as to have only two or three. Would you venture to extend your suggestion as far as that?—I do not know whether it should be limited to two or three only, or whether it would require more numerous districts than that. I think that is a matter which would require a great deal of consideration as to the number of districts. I should like very much to see a district system of amalgamation carried out.

6203. Have you ever considered the possibility of all the lines being amalgamated into one system?—No, I have not.

6204. Do you think there would be objections to such an extensive amalgamation as that?—I think there would.

6205. What evils do you think would result from such an amalgamation?—There are such varieties of interests and such varieties of advice, that I should require to know in what way the amalgamation would be proposed to be carried out before giving a definite answer to that question.

6206. (*Capt. Galton.*) What objections would there be to the lines being all under one management?—I should not think that one management of the whole system would be desirable, certainly.

6207. Can you state any specific objections to such a course being adopted?—I think it would be very difficult indeed for one management to have sufficient information upon all the different local causes which should govern the fares, and so forth, of the country.

6208. Are the various causes differing more in Ireland than they would be upon the points of the North-western system?—No; but there is a difference in this respect. The London and North-western is a system, taking London as its commencement, having a certain district over which it has to travel. When you take districts like the districts of Ireland, I think the system will be completely different, because there are so many different centres. It is not one great trunk line like the North-western, with all its tributaries and branches.

6209. Suppose we take the English Midland; that, you would scarcely say, was consisting of one centre. Does not that occupy a district which runs to a variety of places very much like the Irish districts?

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—No, I think not; the Midland is very much in the same way as the North-western.

6210. It starts from Derby?—Yes.

6211. And runs to Leicester, Hitchin, Leeds, Bristol, and Birmingham?—Yes; but then you must take into consideration the circumstances under which all that amalgamation has arisen. It has arisen a great deal from the necessity for self-protection and the necessity for purchasing up lines, and a vast number of causes which certainly do not exist in Ireland.

6212. Is there any more reason why a central board in Ireland should not be capable of developing the local traffic of the different towns to which the lines run, than there is in the case of some of the large English companies which run to a great number of towns in different parts of England which differ very essentially one from the other?—I should rather like time to consider that question in all its bearings. My impression is that at present one general system of management for Ireland would be rather different to any of the systems that you have mentioned.

6213. (Mr. Glynn.) At any rate you would wish to have all the smaller railways merged into the larger ones?—Certainly.

6214. (Mr. Hamilton.) It is only a question of degree in your mind?—Yes.

6215. You are quite in favour of amalgamation as a principle?—Certainly.

6216. (Chairman.) Do you know whether any considerable amount of traffic in goods is still carried on over the common roads in Ireland, and not by the railways?—I believe in several districts there is traffic still carried on by carts.

6217. Do you think that in any instance it would be unprofitable for a railway company to lower its charges so as to get that traffic?—I believe it is absolutely necessary to do so in many cases. We find it quite necessary with reference to goods upon the Northern Counties line, in order to do away with the cart traffic, to lower the fares. At present there is very little communication between any of the towns with which we are connected and Belfast by road.

6218. Cannot a railway always afford to carry much cheaper than it is possible to carry by horses and carts?—Where the distance is great it certainly is, but not for some distances, where labour is so cheap as it is in Ireland.

6219. For what distance do you think it would be possible to carry cheaper by the road than by the railway?—In the first instance when the Northern Counties was opened, people used to come from Ballymena to Belfast by cart, a distance of 36 miles, and even from Ballymurragh, a distance of 70 miles, until the rates were lowered.

6220. (Capt. Galton.) Passengers or goods?—Goods.

6221. (Chairman.) Has the railway company lowered its fares sufficiently to absorb all that traffic?—That traffic has been completely absorbed now.

6222. With a profitable result to the railway company?—Yes.

6223. (Capt. Galton.) What district were you alluding to, when you said you thought there was some traffic still carried by the road?—I say for short distances, for instance, for some of those towns in the neighbourhood of Belfast where the distances are not very great, where the line of railway is longer than the road, there is some cart traffic still in existence, but only for short distances.

6224. Would it be always worth the while of the railway to have a train running to carry that sort of traffic very cheaply?—Yes; goods traffic cannot be carried for a short distance so very cheap, because the terminal expenses are the same. There is a good deal of terminal expense with goods; and whatever the distance is the terminal expenses are the same.

6225. (Sir R. Hill.) The goods would have to be carted to the station, and again from the station?—Exactly.

6226. (Capt. Galton.) Are passenger cars much used still for travelling in Ireland between any of the places supplied with railways?—I am not aware of there being any great traffic with cars in any of the districts with which I am concerned now where there are railway stations.

6227. (Chairman.) Do you think in any instance where traffic comes along the roads for a distance of 30 or 40 miles through a district in which there is a railway communication, that there must be something wrong in the system of management of that railway if it did not take the means to secure that traffic for itself?—I do. I think every railway ought to be in a condition to put down the cartage upon the roads where the distance exceeds 25 or 30 miles.

6228. You think that no traffic ought to go upon roads more than from 25 to 30 miles?—I think the railways ought to take the traffic, decidedly.

6229. (Mr. Hamilton.) Do you suppose that there is still a great deal of traffic for distances in excess of that which the railways have not already got?—I cannot speak to any other district than the one with which I am myself connected. In that district the cartage has been almost altogether absorbed by the railways.

6230. (Mr. McClean.) Do you think there is any necessity for Government interference in Ireland?—I should like to know what the nature of the interference would be before answering the question.

6231. Do you think they are sufficiently advanced now to be able to protect their interests the same as in England; or do they require any assistance from Government, and what?—I do not know of any assistance they would require, unless it be in the way of loans at a lower rate of interest than they are able to obtain them at present.

6232. Do you think that could be justified in any way?—I have always thought that it would be a very fair system to adopt to give loans to railways in Ireland at a less rate of interest than what they could generally get money at in the market.

6233. (Mr. Horsfall.) Do you think that that would be just to the English railways, some of which immensely require assistance?—I think the railways in Ireland have not the same advantages as the railways in England, consequent upon the population not being so great; and at the same time I think it a matter of the utmost importance for the development and improvement of Ireland, that these railways should exist and should be worked.

6234. (Mr. Hamilton.) Will you point out in what way it would be any assistance to those railways that pay no interest at all, either to their preference shareholders or their debenture shareholders? How would they be benefited?—I do not suppose there is any case in which the debenture shareholders are not paid. The preference stock in some cases is not paid; but I believe in all cases the debenture shareholders receive their interest. It is in that respect I should conceive the benefit would result, inasmuch as, if the debenture holders could be paid off, and that debt taken by the Government, it would to that extent relieve the railway companies. I think that if the railway companies could obtain loans at the Government rate of interest it would then be very reasonable to ask them to reduce their fares to the extent of the saving that would be effected by the saving of the difference in the rate of interest. I think that would be a very reasonable and beneficial arrangement.

6235. (Mr. McClean.) Would that reduction apply to passengers as well as cattle and minerals?—Yes.

6236. I think you carry large quantities on the Ballymena railway?—Yes.

6237. Do you consider that that is owing to the great facilities you have in connexion with Belfast harbour?—We are very fortunately circumstanced with reference to Belfast harbour, because we have a tramway which runs down to the quays, on which the coal can be shipped from the vessels into our trucks and carried inland upon the railway.

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6238. The Ulster railway has no communication with the harbour?—No.

6239. I suppose that only a very small quantity of coal is carried upon that line?—Not only that, but the canal runs parallel with the Ulster railway, by means of which a great coal traffic is carried on into the interior of the country.

6240. And upon that canal I believe low rates are charged?—Very low.

6241. (Mr. Hamilton.) Do you know what they are?—I do not.

6242. (Mr. Glyn.) You have advocated the absorption of these small railways into the larger ones; would you do that by compulsion, or do you think that should be a matter of negotiation?—I do not think it can ever be done except by compulsion.

6243. In what way would you compel it to be done?—By Parliamentary power.

6244. Upon what footing or what basis would you propose that that compulsory power should be formed?—I am not prepared to state exactly how that could be done; but I should think there would be no difficulty in arranging the matter by arbitration.

6245. You would insist upon arbitration at the average rate of a certain number of previous years' rates?—Exactly; and taking certain data for the valuation of the stock and so forth of the railway, I cannot conceive any difficulty in effecting the amalgamation.

6246. Would not the company be entitled to be shown any prospective advantages which might arise from it?—I think any company would be fairly entitled to that.

6247. (Sir R. Hill.) Is not the price of the shares generally an indication of all advantages, present and future also?—Certainly it is a very fair indication of the market value of the property; and I think it would to a great extent influence a decision in attaching value to the property.

6248. (Mr. McClean.) In similar cases in England, where very low dividends are paid, do you think Government should interfere and lend money upon low terms?—What similar cases do you mean?

6249. Where very low dividends are paid, such as the Great Eastern, and some of those large agricultural district lines?—I suppose in point of fairness if it were done in one country it would have to be done in another. I have not considered that point in all its bearings; but I am merely speaking with reference to the effect upon Irish railways.

6250. (Mr. Hamilton.) I understand your object to be, not that Government shall benefit the shareholders, but that it shall benefit the public without damaging the shareholders?—I speak more of a system that would be mutually beneficial, because the interests of the shareholders cannot be sacrificed to the interests of the public, nor can the public be sacrificed to the interests of the shareholders.

6251. Surely it is beyond the province of the Government to inquire what is for the benefit of the shareholders. They have entered into a speculation, good or bad, and they must stand by it; but if the Government can show that it is for the benefit of the public without damaging the shareholders, there might be some case for considering the subject?—Yes, there might.

6252. (Mr. McClean.) As an engineer, you have several railways on hand in Ireland, have you not?—I have just finished most of the lines with which I am connected. I allude to the Bangor line, and the Larne and Carrickfergus line.

6253. Was the capital found by the shareholders?—In the case of the Larne and Carrickfergus it was altogether found by the shareholders.

6254. Is not that an indication that capital will still flow freely into Ireland, and that they are not considered such very bad securities even at the present time?—Yes. The capital of the Belfast and Bangor line, which is only just opened, was found principally by capitalists in this country.

6255. (Capt. Galton.) By the contractor, was it not?—Yes.

6256. (Mr. McClean.) Was the line much more expensively constructed in consequence?—The capital was larger consequently.

6257. (Capt. Galton.) To what extent was it larger? Was it half as much again?—No.

6258. Was it 20 per cent. more?—Well, perhaps 20 per cent. would be nearer the mark.

6259. (Mr. McClean.) The only security the contractor has is in shares?—In shares. There was about 20,000*l.* subscribed by local parties, but that was all.

6260. (Mr. Glyn.) What did that line cost per mile?—It is one of the most expensive lines that have been made in Ireland. It goes through very valuable land, and the cuttings upon it are very deep, and there is also a long viaduct upon it. It has cost 14,000*l.* or 15,000*l.* per mile.

6261. (Sir R. Hill.) What is its length?—The new part of it, from Hollywood to Bangor, is about eight miles. From Bangor to Belfast it is about five miles—13 miles altogether.

6262. What would be the total cost?—The total cost of the eight miles I think will be about 150,000*l.* The cost of the original line from Hollywood to Belfast I think is something like 70,000*l.*

6263. Was the whole paid-up subscribed capital, the 20,000*l.*, on only the latter portion?—Only the latter portion. The first portion was made entirely by subscribed capital.

6264. Then an expenditure of 150,000*l.*, I think you said, upon eight miles, has been made upon a capital of 20,000*l.*?—Yes.

6265. Can you describe the process by which the funds were raised? I think you said they were chiefly obtained from England?—From English capitalists.

6266. By what means? Were the original subscribers English?—Yes.

6267. What was the inducement to subscribe?—It is a line which has every prospect of being a very remunerative line.

6268. Was the contract for making the line put up for competition?—No.

6269. (Mr. Hamilton.) I understood you to say that the line cost about 14,000*l.* a mile; how much of that was due to the depreciation of the stock? If it had been a cash contract, what would have been the cost per mile?—I do not think that the cost per mile would have been very much less, because a great deal of the cost arose from the great sum which was paid for the land. The land alone cost 40,000*l.* for the line between Hollywood and Bangor. Upon the 40,000*l.* there would be no depreciation; that was an actual cash payment.

6270. That would make the depreciation on the contractor's bill still greater, would it not?—No.

6271. If the contractor had to pay 40,000*l.* in cash, and has been able to recoup himself with the market price of the shares, he would lay it on still heavier for his own contract work?—No; the whole thing was contracted for at a certain rate, including the purchasing of the land. The purchase of the land came to a great deal more than was anticipated; and I believe that the contractor has had but a very small margin between the amount of his contract and the actual cost of the line.

6272. (Mr. Glyn.) Then in fact it has been a losing contract to the contractor?—I think it has been.

6273. (Sir R. Hill.) Is it a single line or a double line?—It is a single line.

6274. I think you said that the total cost of the eight miles was 150,000*l.*?—Yes.

6275. Of which about 40,000*l.* was paid for land?—Yes.

6276. That would leave about 110,000*l.* for the works?—Yes.

6277. Is not that a high price to pay for eight miles of single line?—It is not a high price with such works as there are upon that line. The cuttings are tre-

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mendously heavy, and there is a very long viaduct 80 or 90 feet in height, which is a very expensive work.

6278. What class of traffic do you have upon it?—Entirely pleasure traffic, sea-bathing traffic. Great numbers of people occupy Bangor as a place of residence all the year round.

6279. Is it a marine suburb of Belfast?—Yes, the same as Kingstown is to Dublin.

6280. (Mr. McClean.) Have you any suggestion

to make as regards the improvement of the railway system of Ireland?—No, I think not; with the exception of the desirability of amalgamation, upon which I have already given evidence. I think that is a very important point for consideration.

6281. (Chairman.) You think the shareholders generally would not offer very much opposition to amalgamation?—I think not.

6282. (Mr. Hamilton.) Have you known any instance in which Parliament has been asked to pass a measure for compulsory amalgamation?—No.

Adjourned till Wednesday next, at 12 o'clock.

Wednesday, 21st June 1865.

PRESENT:

THE RIGHT HON. THE EARL OF DONOUGHMORE.
THE RIGHT HON. LORD STANLEY, M.P., F.R.S.
SIR ROWLAND HILL, K.C.B., F.R.S.
T. B. HORSFALL, ESQ., M.P.
ROBERT DALGLISH, ESQ. M.P.
GEO. CARR GLYN, ESQ., M.P.

A. S. AYRTON, ESQ., M.P.
CAPTAIN DOUGLAS GALTON, R.E., F.R.S.
E. T. HAMILTON, ESQ.
J. R. MCLEAN, ESQ., Pres. Inst. C.E.
WILLIAM POLE, ESQ., F.R.S., *Secretary*.

HIS GRACE THE DUKE OF DEVONSHIRE, K.G., F.R.S., IN THE CHAIR.

The EARL OF CLANCARTY examined.

6283. (Chairman.) Your lordship is a director of the Midland Great Western Railway of Ireland?—I have been a director of the Midland Great Western for seven years.

6284. Have you taken an active part on the board of directors?—I have attended the meetings of the board regularly, and I have taken great interest in all their proceedings.

6285. Have you ever made any proposal to your colleagues with regard to a general lowering of the fares and charges?—I have moved resolutions for the purpose of reducing the fares to what they were at the time when I joined the board of directors. In the year 1861 they raised them 10 per cent., and up to that period there had been a steady increase of traffic, in passengers, and in every way, and a growing popularity of the railway system. In the year 1861, very much at variance with my views, the board decided upon raising the fares 10 per cent. I told them at the time that I thought such a step would be injurious to the revenue of the company, and would render the railway company extremely unpopular. The passenger fares were raised 10 per cent..

6286. Upon all classes of passengers?—Yes.

6287. What were the fares per mile before that increase was made?—I cannot say exactly what they were per mile, but that can easily be ascertained by a comparison with the mileage rates of the present day.

6288. What are the fares at the present time?—The present fares are $2\frac{1}{2}d.$ a mile for the first-class passengers.

6289. What are they for the third-class passengers?—They are generally $1d.$ a mile, but sometimes they are higher. For first-class passengers also the fare is sometimes higher than $2\frac{1}{2}d.$ a mile.

6290. What has been the result of the additional 10 per cent., has it been profitable to the company or otherwise?—There has been a decided loss. I had a table prepared showing the figures, with the view of placing it before the directors of the company, and have brought a copy of it here in case the Commission should wish to see it. The result of the change is most apparent in the annual returns of the passenger traffic on the extension line from Athlone to Galway, which, commencing at 8,905*l.* in 1852, steadily rose until they reached 16,395*l.* in 1861, when the fares were raised and the revenue fell off in the first year about 2,000*l.*, and more in subsequent years. The effect was also apparent upon the other parts of the line. The yearly returns of passenger traffic on the remainder of the line were for the first year 79,497*l.*;

for the second year, 77,236*l.*; for the third year, 77,708*l.*; for the fourth year, 80,945*l.*; and for the fifth year, the year ending in June 1861 (about the close of which the fares were raised), 83,058*l.* In the following year the revenue fell to 79,127*l.*, and has not improved since.

6291. (Capt. Galton.) In 1861 the amount was 83,958*l.*?—Yes, that was up to June, 1861. In the month of May of that year the fares were raised, and from that time downwards there was a visible falling off in the traffic.

6292. (Chairman.) Have you been giving the receipts upon the different classes of passengers?—Yes.

6293. Has there been a falling off since that time in the number of the passengers, or in the receipts from the passengers?—There has been a falling off since that time in the number of the first-class passengers; but perhaps an increase in some other classes.

6294. The inference being that the passengers travelled by the second and third class instead of by the first-class?—Yes, the passengers deserted the first-class very much, and in part deserted the second; but the third-class became most productive, although the third-class carriages performed but half the number of journeys in a day that the first and second class carriages do.

6295. Does the return to which you have referred show what the falling off in the second-class passengers was?—Yes, it does.

6296. (Mr. Horsfall.) You have given us the falling off in 1862 as compared with 1861; did this continue in 1863 and 1864?—Yes, but the return should be looked at, coupled with the note at the bottom, which indicates that a branch was opened to Sligo in 1863, which of course swelled the traffic returns.

6297. (Capt. Galton.) Was there an actual loss in the receipts from the first-class passengers?—Yes, a decided loss.

6298. Does the return show what that loss was in money?—Yes, I will take the first-class passengers from Athlone to Galway in 1861. There were in the half year ending in June of that year 9,474 first-class passengers, and that number fell, in the corresponding period of the following year, to 6,468.

6299. (Chairman.) The number has rather increased since that time, has it not?—No, the number of passengers has not increased. It will be observed that these are half-yearly returns, and one half-year is

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more productive than another; taking them together you will find that there was a falling off.

6300. (*Capt. Galton.*) Was the 9,474 the number of the passengers, or the money received?—The number of the passengers.

6301. Can you give us the receipts in money for the half-year ending June, 1861?—Yes. In June, 1861 the receipts amounted to 2,055*l.* 5*s.* 1*d.* In the corresponding period of the following year it was 1,691*l.* 5*s.* 10*d.* In the corresponding period of the following year it was 1,792*l.* 12*s.* 3*d.*, showing a slight increase.

6302. Then it has barely recouped itself yet?—No, it has not done that yet; in fact, it has rather a downward tendency than otherwise.

6303. (*Chairman.*) Was there not a general falling off in the receipts on most of the Irish railways at about the same time; that is after 1861?—There was a depression in the country, no doubt.

6304. (*Capt. Galton.*) Has the total receipt from passengers fallen off?—It has also fallen off. In 1861 it was 16,395*l.*; in 1862, 14,400*l.*; in 1863, 12,314 (that might be partly owing to the depression of the time); and in 1864 it was 12,915*l.*

6305. Do you believe that that falling off between 1861 and 1862 was owing partly to the depression of the times?—No, certainly not; the times had not arrived at that state of depression, and I was not able to adduce that as an argument against reducing the fares. There was no threatening deficiency of produce at the time, and therefore I was only able to take the general principle. If I had had a notion that the country would have become so poor as it afterwards did, of course that would have been a very strong argument against raising the fares.

6306. (*Chairman.*) Will you be good enough to state what steps you took in consequence of this state of things?—I several times moved that a change should be made in the fares, but I was always met with the difficulty, which must necessarily exist while the country is divided into a number of separate companies, that they could not lower their fares without interfering with their neighbours, or without their concurrence. There was besides a general feeling on the part of my co-directors that it would be impolitic, that there would be a loss of revenue by so doing. Having thus failed in obtaining any general reduction of fares, I obtained a committee of my board, who consented to recommend that on a portion of the line, the extension from Athlone to Galway (upon which the Baronies guarantee a sufficiency of revenue to meet the interest of the Government loan), the experiment should be made of reducing the passenger fares 10 per cent., I undertaking to guarantee the Company, or rather the Baronies, in which I am a considerable cess payer, against any loss on their passenger revenue for six months from the commencement of January last to the termination of the present month. The offer was recommended to the board as a safe means of making an experiment, which if unsuccessful would be easily abandoned at the end of the six months during which the guarantee was to subsist. However it was refused, and the consequence will be to the Baronies a loss probably not much under 1,000*l.* on that part of the line for the current half year.

6307. So that the Baronies have had to pay 1,000*l.* this year more than they had last year?—Yes. Had my offer been accepted, my belief is that the reduction of 10 per cent. on the passenger fares would have led to a decided improvement in the revenue of the line.

6308. Has there been a great falling off this year as compared with the first six months of last year?—There has been a falling off; I have here a return of the receipts for each week from the commencement of the present year on account of passenger fares, and a corresponding one for the past year, and it is remarkable how very great the falling off has been.

6309. There has been no alteration in the fares between this year and last year?—No.

6310. (*Capt. Galton.*) But there has been a falling off in the traffic?—Yes. The railway system, under existing circumstances, is extremely unpopular, and there is as little done, and as little co-operation on the part of the public with the interests of the railway companies, as it is possible to conceive.

6311. (*Mr. Glyn.*) What was the reason assigned for the rejection of your Lordship's offer of a guarantee?—The only reason that I ever heard assigned was, that there was to be an International Exhibition in Dublin this year, and therefore that it would not be a fair test; that the higher rates of fares might be more productive.

6312. (*Mr. Horsfall.*) Would any further reduction, up to 30, 40, or 50 per cent., do you think, recoup itself in a few years?—I cannot venture to speak beyond what experience fully warrants me in saying. I observed that the rates which we were charging when I first joined the Board of Directors were comparatively moderate, and there was a growing traffic upon the line in every department, but I observed that the reverse was the case when they began to tamper with the fares in the direction of raising them.

6313. (*Lord Stanley.*) Have you already stated how long ago that was?—Yes, in 1861, the change was made in the month of May.

6314. Can you trace the falling off distinctly to that change?—No, not altogether, for I believe that the depression in the country had a very considerable influence upon all the railways. I think at the same time that the very circumstance of the depression existing in the country should have been an argument for lowering the fares then instead of raising them; the depression implied a want of means on the part of the public to avail themselves of railway accommodation.

6315. (*Capt. Galton.*) I thought you stated that in the first year after the reduction the depression in the country had not commenced?—Yes.

6316. And therefore you attributed the falling off in that year directly to the raising of the rates?—Exactly.

6317. (*Mr. Ayrton.*) Is not the west of Ireland that part of it which has been chiefly depopulated by emigration?—I should not say chiefly so. I think it is not more so than other parts of Ireland, but there has been very considerable emigration from the west of Ireland certainly.

6318. (*Mr. Horsfall.*) Although you proposed to reduce the fares by 10 per cent. upon the rate charged in 1861, was your proposal to reduce them by 10 per cent. upon the rate charged in 1862, because, in the one instance it would have been a reduction to the extent of 20 per cent., and in the other of only 10 per cent.?—My proposition was merely to return to the old rate, but I should not have been disinclined to go a little further, because I observed that our rates were even at that time higher than they were on most of the English railways.

6319. (*Sir R. Hill.*) Have the expectations of the directors as to the increase of traffic from the opening of the Exhibition in Dublin been realized?—Decidedly not. The receipts from passenger traffic exhibit a falling off as compared with last year. *A table containing "Abstracts from the half-yearly reports of the Midland Great Western Railway from July 1851 to June 1864," &c., was handed in (vide Appendix AG).*

6320. (*Chairman.*) As I collect from the return there appears to have been a falling off of about 14 per cent. in the first five months of this year in the receipts from passengers?—Yes.

6321. Do you attribute that to the unpopularity of the railway amongst the people in the country?—I think that is one element in it; but it is no doubt an important one.

6322. (*Mr. Horsfall.*) When was the Exhibition opened?—It was opened in the month of May, and May and June were to have been the two months in

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which the receipts were to have been so largely affected, but I do not find that much has resulted.

6323. (*Sir R. Hill.*) But for the Exhibition the loss would have been probably still greater?—I do not think the Exhibition seems to have influenced it very much; there has not been above 100*l.* difference.

6324. (*Mr. Hamilton.*) I think you attributed the difficulty you found in lowering the fares to a want of concert with the neighbouring companies?—It was stated to me that the directors could not without appearing to run in rivalry with the Great Southern and Western Company, which runs nearly parallel to us, do such a thing on the East of Athlone.

6325. Has there been any attempt made to amalgamate the different systems of railways in Ireland?—There has been none to amalgamate those two railways.

6326. Has the proposition never been discussed?—Not as a board question. I have discussed it with many of the directors, and I certainly think that the whole principle of amalgamation would be most desirable, but none so desirable as to have them under the control of the Government, none that could possibly have the same beneficial results.

6327. (*Mr. Ayrton.*) Do you think that putting the Irish railways under the control of the Government would promote and encourage private enterprise in Ireland?—I think that private enterprise is very nearly extinct in Ireland with reference to the railway system. Such ruinous consequences have resulted from railway investments, that people are very cautious indeed in going forward now; some railways in course of construction have been stopped altogether.

6328. Is there no private enterprise in Ireland connected with railway undertakings?—I do not think there is to any great extent. It would very much depend upon the facilities which the railway companies give for the transmission of manufactured goods; but I am not aware of any special manufacturing or other establishments of any kind which have been got up in consequence of the introduction of railways.

6329. Are there no manufactories in Ireland for making and repairing rolling stock?—There was one got up in Dublin, but I am not aware that it led to much.

6330. (*Lord Stanley.*) Will you kindly explain to the Commission a little more fully what the peculiar advantage is which you expect the railway system would derive from being taken into the hands of the Government?—It is a large question, but it is one to which I have given some consideration. I think it unfortunate that the Government did not, in the outset, undertake the control of the whole railway system in Ireland. If that had been done, the construction of ill laid out lines and injudicious extensions would have been prevented, and those alone executed which would have been of public benefit. The Galway line itself would not have been laid out in its present direction; it was adopted by its promoters with a view to a great Transatlantic traffic. Instead of running direct to Galway through a wild and little inhabited country, it ought to have followed the course suggested by the old posting and mail coach communication, as the most convenient to the public, and such a town as Loughrea would not have been left out, as it now is. Lines of railway would probably have been, in general, well laid out, with suitable junctions, forming a complete network over the whole country. But even now the Government might exercise a wholesome control over the further development of the railway system.

6331. To whom should you look to prevent the multiplication of lines which from want of traffic cannot pay?—The object would be to prevent the formation of injudicious lines or any lines of railway that would not pay; my belief is that the network of railways would be very extensive, and that a well regulated system would pay well and cause an enormous amount of traffic to be developed. The next benefit would be a considerable saving of expenditure. The present system of railway management by sepa-

rate boards is insecure, and has in some cases been disastrous in its consequences. The Commission may be aware that the Irish North-western Railway is in a state of utter insolvency, even with respect to its preference shares, and some other lines are altogether stopped. This state of things arises partly from the want of a properly responsible body to regulate the accounts, for the object of the railway directors has commonly been to raise a dividend at almost any sacrifice, little considering ulterior consequences. The auditors as at present established are of no use in controlling the expenditure or in certifying the correct state of the accounts. The Acts of Parliament limit their investigations to the papers which are submitted to them by the railway directors themselves.

6332. (*Capt. Galton.*) Are you speaking of the auditors appointed on behalf of the Baronies?—I mean the auditors who are appointed by the shareholders; they are no security whatever to the shareholders.

6333. But the shareholders have it in their power to require an efficient audit to be made?—Yes; but the shareholders are very well pleased if at the half-yearly meetings a good dividend is announced, and they are not at all curious to ascertain whether the auditors have exercised a sufficient control. The auditors cannot do that because they have not the power to call for all the papers that they may want, and it is no part of their duty to determine what is for capital and what is for revenue. The result is that a great deal of expenditure is charged to capital which ought to be charged to revenue.

6334. (*Lord Stanley.*) You put it in this way, that many of the Irish railway boards are incompetent or are unwilling to conduct the affairs of their company in a business-like manner?—I think, from the circumstance of their constitution, they are almost compelled to study how to create a dividend, in order to raise the price of the shares in the market.

6335. (*Lord Donoughmore.*) To keep the shareholders in good humour?—Yes.

6336. (*Mr. Ayrton.*) May we infer from this that they conduct the business in the most profitable manner?—I do not wish to impugn the conduct of the directors. I believe that they have been appointed to perform a certain duty, and they have to consult what they think are the interests of their constituents.

6337. Do you think that they are deficient in intelligence in arriving at the proper mode of doing it?—I think that they are not under due control, and not under the control they ought to be to make these establishments permanently beneficial; there is a continual increase of charges upon capital which there ought not to be.

6338. (*Lord Donoughmore.*) Is there not also this to be taken into consideration, that a board of directors which is not very prosperous in the way of earning revenue is very much tempted to starve a line, and to postpone necessary repairs and expenditure of that sort, which ought to be current expenditure, to be carried on every year in order to increase the revenue?—I believe that to be so. The company that I am connected with has suffered severely, whether rightly or wrongly, from the imputation that such was the case; a melancholy accident occurred, involving loss of life, owing, it was said, to the line having been, in some degree, starved; undoubtedly the line did require more repairs than it had received, and those repairs now occasion a very heavy expenditure.

6339. (*Mr. Ayrton.*) It is your belief that an advantage from the change would result from the superior intelligence that would be shown by the Government managers as compared with those who now manage the line?—Not alone from that, but I think there should be responsible management, that is a responsibility to the public.

6340. If the present managers are responsible to the shareholders for a dividend, how would the responsibility of the Government directors be greater than that?—The directors are responsible to the shareholders, but the shareholders, I think, make

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them more responsible for the amount of the dividend than anything else.

6341. Do you mean that the Government directors are to be put under the control of the shareholders?—No, but if a transfer of the Irish railways was made to the Government, undoubtedly the management must be upon a different principle. There are two ways in which it has been proposed that Government should aid Irish railways. It was only yesterday that I formed one of a deputation to the Chancellor of the Exchequer, in consequence of some words which fell from him in the early part of the session as to his willingness to assist these railway companies. We proposed that about a million of money should be advanced at $3\frac{1}{2}$ per cent., which, replacing our present debentures, which bear interest at 5 per cent., would yield 20,000*l.*, and that, we proposed, should go entirely towards a reduction of the fares, and not to increase the dividend; just as an experiment for the purpose of reducing the fares. The Chancellor of the Exchequer declined to comply with the proposal, but he manifested great interest in the whole subject. I thought that our proposal was not the way in which the Government could best assist the railway systems in Ireland. It would be far better to leave the debentures as they are, and acting on the principle of the Act of 1844, for the share capital to be taken up by the Government. By that means the present shareholders would be stockholders and become creditors of the nation.

6342. And the Government would become the absolute owners of the railways?—Yes; I do not see any other solution of the matter. I do not see how, by possibility, the railway companies could be brought to administer the business of the railways otherwise than they do as long as the present principle of railway management continues; for a desire for high dividends will always operate with the directors; they will thus endeavour to keep themselves in office.

6343. (*Lord Stanley.*) Are you not rather proving too much; does not that motive operate in the case of every railway, whether it be in England, Ireland, or Scotland?—I am not much acquainted with the English or Scotch railways, but I believe that they are better managed than ours are, but it might be much for their advantage if the experiment of Government management were tried in Ireland, where it could easily be introduced. I am satisfied that it would not only be beneficial as an experiment, but that it would be of the utmost value in developing the resources of Ireland, which are becoming more and more necessary for the growing wants of this country. A Government Railway Board could do much that existing boards of directors cannot do, and if a great deal of what directors now do was left undone, it would be perhaps better. Such a board, presided over by a member of the administration, but otherwise permanent in its constitution, with two subordinate boards of inspectors, one for the north and the other for the south, would be an organization which, in my opinion, would be perfect for the purpose of carrying out all that the present directors are required to do, and all that would be necessary.

6344. Would you give to the inspectors the same power which the directors now have of administering the affairs of the railways?—I would give to those two boards of inspectors the same powers, subject to the orders of the central board.

6345. The boards collectively and distributively would possess and exercise all the powers which the directors now exercise as to the railways?—Yes; they should have all the necessary powers to carry on the business of the railways, but they should do nothing that was not sanctioned by the central board.

6346. (*Lord Donoughmore.*) Should they have the appointment and dismissal of the officers?—These are minor details which I think might be very easily regulated,—the higher officers being selected perhaps by the central railway board, and the more subordinate officers being selected by the boards of inspectors. In

point of fact there is a distribution of patronage now among the superior officers of the railways; the clerks are generally appointed by the heads of the departments to which they are to belong.

6347. Do you see no objection to giving so large an amount of patronage into the hands of a governing board, which patronage would be exercised to carry out political objects?—I think there would be less danger of any abuse if such patronage were placed in the hands of a board of the kind I have mentioned, presided over by a member of the administration.

6348. What is your Lordship's experience of the distribution of patronage in Ireland now in the hands of the Government. Is it not uniformly distributed for political objects?—Political objects have their weight no doubt, but I do not think that the higher objects of public duty are altogether overlooked.

6349. (*Mr. Ayrton.*) Does not your Lordship's scheme come back to this, that it would be the substitution of a board supposed to possess greater intelligence than the boards of directors which now exist?—It would be a board necessarily more intelligent for its purposes; it would be permanent, it would be selected from the whole country, and constituted for every purpose of a few members instead of a large number.

6350. That is really the benefit which you think Ireland would derive from the change, that it would have superior instead of inferior intelligence in the management?—That would be a benefit, but the great benefit would be that they would be able to harmonize the whole system and network of railways over Ireland so as to enable people to travel from one part of the country to another without perpetual interruptions arising from having to cross the lines and invade the boundaries of discordant companies.

6351. Have you not had in Ireland boards which have undertaken other great industrial works, such as improving the drainage of the river Shannon, and has not that excited universal discontent on the part of all those for whom it was intended to be a benefit?—That was a work that was very expensively carried out. I am a member of a committee of the House of Lords which is inquiring into that subject. The inquiry, I hope, may result in the recommendation of works that may be remedial of what was ill done, and may provide for the drainage and reclamation of about 100,000 acres that ought to be turned to profitable account. To that end I consider, and I wish now to impress this upon the Commission, that a proper regulation of the railway system in Ireland would be largely conducive.

6352. Still that work was originally undertaken on the precise basis which you have proposed for the railway companies, a board which was to possess very superior intelligence, to have very superior officers, and to conduct everything in the best possible way?—The parties who were charged with carrying the work out were engineers of eminence; but they found that the work was partly impracticable under the plans which they had laid out, and I believe that a great deal of money was squandered.

6353. It was a great failure, was it not?—It was.

6354. (*Lord Donoughmore.*) Half of the money that was expended upon the Shannon drainage was extracted from the landholders, was it not?—Yes; a moiety was charged upon the adjacent counties.

6355. (*Mr. Horsfall.*) Looking to the fact that many of the Irish railways pay no dividend, and that some of them are not likely to do so, do you think that this scheme of the Government taking over the Irish railways could ever be sanctioned by the legislature?—I can hardly conceive, if the subject is properly looked into by the legislature, that it would not be. So important a work as perfecting the communications of the country could not be regarded with indifference by Parliament. If the experiment can now be made in Ireland, it would be, I conceive, for the interest of England as well as Ireland that it should be. The opportunity appears favourable for putting

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the whole railway system of Ireland into good order, and I venture to hope it will not be overlooked.

6356. (*Lord Stanley.*) In the event of the Government assuming the conduct of the Irish railways as you propose, involving a temporary loss, should you see any objection to the deficit, be it small or great, being made up by a special rate levied over the whole of Ireland?—That question has never occurred to me, but it does appear to me to be a solution of the difficulty as to any jealousy that might exist with regard to extending any assistance to the sister country. I think it would be better that Ireland should be alone taxed for it than to be left alone.

6357. This being a matter purely of Irish improvement, with which England or Scotland has nothing to do, you think it would be worth while to meet the cost out of Irish funds rather than not have it done at all?—Decidedly.

6358. (*Mr. Ayrton.*) Speaking of purchasing the Irish railways, have you considered the basis or the principle upon which the purchase should be made?—That, I think, is laid down in the Act of 1844, according to which, upon an estimate of the average value of railway shares for the previous three years, 25 years' purchase is to be offered, with the option to the shareholders, if dissatisfied, of referring the matter to arbitration. I think the proposition equitable, and that a reference in some cases to arbitration would secure to the shareholders of any railway under a temporary depression such higher price for their shares as the circumstances might justify. It is of the utmost importance that the large investments that have been made in railway share property in Ireland, amounting to about 20,000,000*l.*, should be better secured than at present. In one railway company with which I am connected, the Irish North-western, the entire of the preference shares, for some years regarded as offering a security equal to the public funds of England, sufficient to justify the investment of charity funds, became of a sudden, through mismanagement and want of a proper system of audit, perfectly insolvent, and ceased altogether to pay any dividend.

6359. (*Sir R. Hill.*) The Act of 1844 provides that in the event of the Government purchasing the railways, it should pay 25 years' purchase on an average of the dividends for the three previous years?—Yes.

6360. Seeing that the dividends have been falling, and that a further fall is anticipated, would not the Government, in purchasing the railways upon those terms, pay too high a price for them?—I think that an equitable arrangement might be made. I cannot conceive that what is equitable should injuriously affect any party. Undoubtedly 25 per cent. upon the present rates, in some instances, would be very low, but it might be ascertained by arbitration whether there was any claim to have anything more.

6361. Your Lordship has said that that rate of payment would be low; would it not rather be high, the dividends are now falling, they have fallen, and they are expected to fall still further?—I do not know what the grounds are for expecting them to fall further. I rather think that, even under the present unfavourable circumstances and the present management, railway property will rise, because it has pleased God to restore something like plenty to the land, and there is the promise now of a very fine harvest, and it is commonly observable that after a series of bad harvests there is a cycle of good years with corresponding prosperity. I do not think that there is any ground for supposing that shares will fall lower than they are now.

6362. I believe that the essential part of your Lordship's plan is, that the Government shall become the owners of the Irish railways, but there are other points which probably you consider matters of detail, as to the mode of managing the railways, and so on?—Just so. One matter for consideration, of great importance to the public, would be the lowering of railway charges, so as to develop the resources of the country,

which is not done under the existing system. For example, cattle rates are so high that for the most part cattle are driven along the high roads. Railway boards being afraid of lowering their charges, lest they should by so doing incur a loss, and might be unable to return to the high rates, no single company will venture to make the experiment.

6363. These arrangements might be left to the owners of the railways, but do you propose that the Government should purchase the railways subject to conditions as to lowering the rates?—Certainly not. But I believe that the Government becoming sole owner, and acquiring an entire control over the railways, would see its way to what might be done. I am satisfied that the experiment of lowered fares might be safely made, and as the effect of it would be to open up the resources of the country, the Government would no doubt, in the public interest, exercise the powers it would acquire in that direction.

6364. Supposing the Government to purchase the railways, you would leave those arrangements in the hands of the Government?—Yes. I would observe that, under better regulations, very considerable reductions might be made in almost every branch of railway traffic. Take, for instance, the carriage of parcels. If a person travels, he is charged with no end of commissions, in the way of carrying parcels for his neighbours, for the rates are too high to send them in the regular way. If these rates were lowered, and if that department of traffic were brought in some degree under the regulations of the post-office, the parcels would be sent direct, and delivered at cheap rates. I believe, too, that the post office would derive very considerable profit from the Government having the entire control of the Irish railways. At present the Government pays for special trains for the carriage of mails, whereas, if they had the railways all in their own hands, they would regulate the trains so as to suit themselves, and avoid having, as they have now, recourse to cars and foot messengers.

6365. (*Mr. Ayrton.*) Would you put the money to be laid out in the purchase of the Irish railways on the same footing as other public money which is advanced for other public undertakings, making it a *sine qua non* that the first charge upon the income of the railways should be a return of 4 per cent. for the money so advanced?—I should rather think that a national guarantee would undoubtedly be accepted in lieu of the less certain guarantee which those railways now present.

6366. What I mean is this: if the nation purchased all those railways it would of course advance the money in the same way as it advanced money for drainage and other purposes, and would you put that on precisely the same footing, namely, that the first charge upon the income of the railways should be 4 per cent. to the Government for the interest of the money so advanced, as in the case of money advanced by the Government upon land or upon docks?—I think it would not be strictly the Government borrowing the money for the purpose, it would be merely a conversion of the railway shares into Government stock.

6367. The Government, upon certain terms, varying according to the value of the railway in which a shareholder had his stock, would have to pay an annual charge to the persons with whom they dealt?—The annual charge would be upon the nation.

6368. Do you mean that there is to be no return for the money, but that the nation is to pay the whole charge for the capital to be employed, and then work the railways without regard to any return?—I think that the nation would be much more than recouped by the returns made from the railways.

6369. Is it not to be a part of the scheme that what the National Exchequer would pay to the owners of the stock should be a first charge upon railways, to be paid out of the annual income derived from them?—It would not make much difference, I think; the railway resources would become public revenue at once.

6370. But would those resources be made equal to the charge upon the public on account of the railways having been purchased?—Those resources or the railway returns might be cultivated for the advantage of obtaining a certain revenue, or they might be sacrificed for the greater convenience of the public; that would rest in the minds of the Government.

6371. What is the principle which you think ought to be acted upon in this matter; is the proposed board to administer the Irish railways without making any profitable return to the Exchequer, or without any view to a profitable return to meet the annual charge that the public would incur?—It would be the duty of the railway board to take care that the expenditure involved in the railway system was not in excess of their receipts, taking care at the same time to maintain those receipts.

6372. Apart from the annual charge for the interest upon the capital advanced?—That would be necessarily considered as one of the ingredients in the charge upon the railways.

6373. Then you would have an arrangement by which the annual charge as to the capital should be a charge upon the railway receipts?—Undoubtedly it should be considered that there was an investment made by the Government to the extent of whatever the sum of money was.

6374. (*Sir R. Hill.*) Your plan is that the Government should become possessed of the railways by some means or other, but that the conditions should be such that the Government should not lose by the arrangement?—Undoubtedly.

6375. You think that this might be done with benefit to the present shareholders, and with benefit to the public, and you anticipate that it would lead to a reduction in the rates and charges?—I do, decidedly.

6376. Whether the Government worked the railways by boards which it might appoint, or whether the Government granted leases of the lines to companies or to individuals, is a matter regarding which you have probably not formed any opinion?—No. I beg, with reference to the evidence I have given regarding the falling off in the passenger traffic between Athlone and Galway in the present year compared with the corresponding period of 1864, to hand in this memorandum, also a like comparative return of the weekly receipts for the carriage of cattle upon the whole line. (*The same were handed in as follows*):

Comparative Statement of Weekly Receipts from Passenger Traffic on the Midland Great Western Railway Company's line, west of Athlone, from the periods commencing January 1864 and January 1865.

	1864.			1865.		
January	£	s.	d.	£	s.	d.
1st week .	224	9	11	205	6	8
2nd „	283	1	3	259	5	2
3rd „	264	4	7	255	15	6
4th „	277	15	8	208	8	1
February .	251	7	11	232	9	6
„	275	1	9	230	6	7
„	245	4	11	227	9	4
„	269	15	1	248	14	3
March . . .	390	4	4	237	2	2
„	351	0	8	341	19	7
„	372	12	8	309	7	7
„	350	17	1	219	4	2
April . . .	437	13	9	305	8	1
„	462	0	9	310	14	4
„	315	14	9	482	14	6
„	327	3	11	345	10	5

WILLIAM SHAW, Esq., examined.

6382. (*Chairman.*) You have lived, I believe, for many years in the neighbourhood of Bandon?—Yes; I now reside near Cork.

6383. Will you state what your occupation is?—I

	1864.			1865.		
May . . .	£	s.	d.	£	s.	d.
„	470	9	3	507	0	11
„	401	1	4	299	4	9
„	506	18	3	336	15	9
„	418	9	2	319	18	11
June . . .	357	13	6	427	0	8

WHOLE LINE.

Weekly Receipts for Cattle from 13th January 1865, Comparative Statement.

	1864.			1865.		
January . .	£	s.	d.	£	s.	d.
„	985	12	8	735	5	6
„	555	13	10	842	18	6
„	758	15	10	1,027	16	8
February . .	688	18	5	790	3	11
„	678	4	11	610	6	10
„	664	10	2	932	13	3
„	471	12	7	511	0	7
March . . .	672	17	11	863	0	10
„	695	14	2	819	14	8
„	712	13	2	721	4	1
„	632	2	6	673	4	1
April . . .	526	10	5	576	1	3
„	338	18	6	442	17	9
„	422	7	1	573	9	0
„	697	8	2	960	16	10
May . . .	697	3	8	621	1	9
„	1,062	4	2	938	6	10
„	477	17	0	427	3	1
„	538	11	5	446	4	4
„	411	7	5	606	1	9
June . . .	276	9	6	326	12	6

I have handed in the foregoing paper because there was a small reduction made this year in the charge for the carriage of cattle, and the effect of that small reduction was to produce a steady improvement in the amount of the cattle traffic.

6377. (*Mr. Glyn.*) What was the amount of the reduction made?—The difference was this, that the charge was 6d. a box containing, I think, eight head of cattle, per mile; a reduction to the extent of a $\frac{1}{2}$ d. a mile, if the distance was more than 50 miles, and another $\frac{1}{2}$ d. if it was more than 75 miles was made at the end of January of this year, the effect of which was to produce an increase in the receipts for cattle, showing the elasticity of that branch of railway traffic.

6378. (*Mr. Ayrton.*) Do you mean that it was $\frac{1}{2}$ d. less for any additional miles between 50 and 75?—For the first 50 miles it was 6d. a mile as before, for the next 25 miles it was 5 $\frac{1}{2}$ d., and so on after 75 miles. We found that there was a decided improvement.

6379. Has the rate of wages increased in the west of Ireland during the last five years?—It has, but chiefly in consequence of the emigration that has taken place, a circumstance not, I think, to be regretted, inasmuch as now scarcely any person able to work need ever be unemployed. At certain times wages rise considerably; they are still low, but they are higher in comparison with what they used to be.

6380. During the last five years has there been any increase in the rate of wages?—They have been rather on the increase than otherwise.

6381. Has there been no perceptible increase in the rate of wages during the last five years?—I should say that there has been; not very much but still there has been an increase of from 1d. to 2d. a day.

A table headed “Abstracts from the half-yearly reports of the Midland Great Western Railway,” &c. was handed in (*vide Appendix AG.*)

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W. Shaw, Esq. Cork and Bandon railway has been managed?—Yes, for years.

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6385. Will you state your opinion to the Commission as to whether that railway has been managed in a manner either most profitable to the shareholders, or most advantageous to the public?—My opinion is that it has not been so managed, which has been very much owing to the great original cost of the railway. The shareholders have no direct interest, and they feel that they have none in the line. It has consequently got into the hands, I believe, of the preference shareholders, who cannot increase their profits from it beyond a certain point. I believe that that is the cause very much of the inefficient manner in which the railway is worked.

6386. Do you think that the directors have no interest whatever in endeavouring to increase the traffic beyond its present amount?—No, I think that they have no interest and no hope of getting more on their original shares, which are a 5 per cent. security, and they have no object in working it up beyond that very much.

6387. Is it your opinion that there are sources of traffic which are undeveloped and which traffic might be brought into that railway?—I think so.

6388. Of what character is it?—General agricultural produce. The town of Bandon is within 20 miles of Cork, and it is a very common practice for the farmers there to send their farm produce by their own conveyances to Cork, and I feel certain that if there was a better system of management a great deal of that produce could be brought on to the railway.

6389. Are complaints made that the charges for the carriage of agricultural produce on the Cork and Bandon line are so high as to prevent the farmers from sending their produce to market?—Certainly. They want a system in Cork for the purpose of conveying agricultural produce to the markets, and there should be an organized system for bringing the produce to the markets from the railway station. The railway company have not a good system at work; they have for the butter, but I do not think they have for the corn; and even with the butter it is a general complaint that it is rather late in the market.

6390. Have you ever considered whether, if that railway were in the hands of parties who leased it, they could work it with advantage and profit, and whether there are means by which the traffic upon the line could be largely increased?—I have not the slightest doubt of it.

6391. (Lord Donoughmore.) There are some extension lines, I believe, in the course of construction from the Cork and Bandon line towards the western counties?—Yes.

6392. Can you give any evidence as to the effect which the condition of the Cork and Bandon Company has had upon those extensions, or is it the fact that the condition of the Cork and Bandon Company has had the effect of impeding the construction of further extensions towards the western counties?—I have no doubt of it; they have not entered heartily into those extensions as they would do if their interest was directly in the line.

6393. Are the shareholders quite content to leave the management of the line in the hands of those representing only the preference shares?—I suppose that they have no hope of getting anything for their shares, as they are unsaleable in the market, and there is very little hope of their getting anything like a dividend on the original shares, and they therefore take no interest in the thing.

6394. (Mr. Hamilton.) Do you think that the directors derive their qualification from the preference shares only?—No, I do not think that; I suppose that they are qualified by being holders of original shares, although they are so worked that a gentleman holding 1,000*l.* worth of them can qualify any person he pleases.

6395. You are aware that the preference shareholders have no power of voting?—I suppose not,

but I suppose they hold original shares quite sufficient to enable them to vote.

6396. They have no *locus standi* as owners of preference stock?—No.

6397. (Mr. Horsfall.) You have spoken of the original cost of the line as being very heavy, can you state what it was per mile?—I cannot say, but I believe it was between 17,000*l.* and 20,000*l.* a mile for a single line, and carried through a country giving hardly any business, as between Cork and Bandon.

6398. (Lord Stanley.) Is it not the fact that this is a line of railway that never ought to have been made, and for which there was not sufficient traffic to maintain it?—I can hardly say that, but if it were made now, I believe that it could be made for 6,000*l.* or 8,000*l.* a mile.

6399. (Lord Donoughmore.) If the line had been taken down the river, and up the — valley, could it not have been made cheaper even then?—It is not much of a level through the country. It is a very difficult question to answer whether it would have been a more profitable line to work or not, for it is a great way round that way, and would bring in no town of any consequence except Monkstown.

6400. Would it not have brought in all the villa property along the river?—If you went round by that town you would have the business of Bandon, going in by coaches and cars.

6401. (Sir R. Hill.) What was the cause of the excessive expenditure upon the line?—It is taken over a mountain, and they had an immense deal of cutting and viaducts, and all sorts of tunnels, and it was a very expensive line to make.

6402. Was there any waste of money beyond that which arose from taking an improper route?—There were two or three competing lines, and there was much money wasted in engineering and law expenses.

6403. (Lord Donoughmore.) Was not the engineer a very incompetent man?—I believe so. He had had no experience in railway work.

6404. (Sir R. Hill.) What is the interest paid to the preference shareholders?—I believe it is $5\frac{1}{2}$ per cent.

6405. That is according to the bargain made between the parties?—Yes.

6406. Is that interest always paid in full?—On some of the shares I believe it is; but they have number one and number two preference shares. I believe on one class of those shares it is paid regularly, and on the other it is generally a year due, or something of that kind.

6407. Then there appears to be some motive for managing the railway better, although it is in the hands of the preference shareholders?—Yes; there is in some degree.

6408. From what you have stated, I suppose the ordinary shareholders have abandoned all effort to put the railway on a better footing?—They have no hope of getting much out of the line.

6409. Could the ordinary shares be purchased at a low price?—Yes.

6410. Would it not be a good speculation to buy up a large number of the ordinary shares, turn out the directors, and get an efficient set of men to manage the railway profitably?—We have not quite the speculative spirit in our country that is necessary to do that, and we might find it difficult perhaps to do it.

6411. (Mr. Ayrton.) There appears to have been a large spirit of speculation when several parties were competing for a line that it was not profitable to make?—Yes, a great deal; but that was speculation on the part of the solicitors and the engineers, and a few others; that is not healthy business speculation.

6412. (Mr. Horsfall.) Do you think that the rates might be considerably reduced with advantage to the company?—I think so, but not to a very great extent, I consider that they are not extravagantly high, but I think that there might be a better system of return tickets, and excursion trains, and matters of that sort, that would develop business upon the line.

6413. Do you think that a reduction might be made to the extent of 20 per cent. ?—I think it would be a great experiment. I think that the business of the country is not so great as that it would bring any very great addition of traffic on to the line. There is a great difference in this country where you have large towns and a large population, so that when you reduce the fares the business increases very largely ; that is not so in Ireland, we have there no great travelling public.

6414. (*Chairman.*) You would look for an increase of traffic more to a better system of looking after the sources of traffic than to any actual reduction in the charges ?—Yes ; it is a kind of business that you must push and cultivate, which the railway directors have not done, they have a monopoly, and they rest upon the monopoly.

6415. (*Lord Donoughmore.*) Is there not a very rich agricultural district lying to the West of Bandon ?—It is a very good country, and very well cultivated.

6416. The natural port of export for all the produce of that district is Cork ?—Yes, for butter and corn.

6417. There is next to none exported from Kinsale and Clonakilty ?—Very little. Cork is the great market.

6418. If the charges were reasonable would not a great deal of that produce go into Cork by the Cork and Bandon Railway ?—Yes.

6419. (*Mr. Hamilton.*) Where does it go to now ?—A great deal of it is carried by small vessels round the coast, and a good deal of it is carried by carts into Cork. I used to live on the main road from Cork to Skibbereen, and there was a ceaseless traffic carried on by carts.

6420. Do you think that the railway loses a great deal, in consequence of the excessive charges made by the company ?—I think they lose more than half through their rather high charges, and not pushing the business.

6421. (*Mr. Horsfall.*) Are you aware that an experiment for making a great reduction in the charges has been successfully tried on the Coleraine and Londonderry line ?—I did not know that ; but that is a different country from ours. I have no doubt that a moderate reduction would tell both in goods and passengers.

6422. (*Sir R. Hill.*) What is the length of the line ?—About 18 or 20 miles.

6423. There is a body of directors to manage it ?—The are three directors in Cork, and several in Dublin. There is a divided directory, and they have divided powers. There is not that concentration of power that I think is necessary in working up a business like that.

6424. Is there a secretary ?—Yes, in Dublin.

6425. And a manager ?—Yes, in Cork.

6426. Are there any other officers ?—There are the general superintendents of the stations.

6427. All these for the management of a line of 20 miles ?—Yes ; and there is no end of correspondence and circumlocation between Dublin and Cork if you want anything done.

6428. (*Lord Donoughmore.*) The Bandon Railway Company I believe work a little branch line to Kinsale ?—Yes.

6429. Upon what terms do they work it ?—I believe they get 30 per cent. of the gross receipts for three years.

6430. (*Sir R. Hill.*) Has the question of amalgamating the Cork and Bandon railway with some larger railway in the neighbourhood ever been considered ?—There is hardly any railway west of Cork. As to amalgamating it with any other railway, there might be advantages in amalgamating it with the Great Southern and Western line, for probably we should then have the trains arranged in a proper manner for the conveyance of the goods traffic.

6431. Has that matter ever been considered by the directors of this company ?—I do not know.

6432. Do you think there would be any economy in such an amalgamation ?—Yes, economy in the management.

6433. (*Chairman.*) They have different stations, have they not, at Cork ?—Yes. They could not have one station, because the river runs between them. I may mention that I sent a considerable quantity of flax at one time from Bandon to Belfast, and I had invariably to send it by Liverpool, and then to re-ship it to Belfast ; the fares were high, and the difficulties were so great in having to write to Dublin to ascertain the different charges, and the delays in Dublin were so great, that it was cheaper to send it by steamer to Liverpool and re-ship it there for Belfast.

6434. (*Chairman.*) Do you believe that traffic is lost upon other lines of railway from the want of a proper system ?—Yes.

6435. On the Great Southern and Western Railway, for instance ?—I have no doubt of it.

6436. (*Mr. Hamilton.*) What freight did you pay from the south of Ireland to Belfast ?—I think I paid at that time 30s. a ton from Cork, the through freight to Belfast.

6437. What would be the direct distance by railway ?—164 miles to Dublin and about 100 to Belfast.

6438. (*Capt. Galton.*) Is there a large quantity of flax sent from that part of Ireland to Belfast ?—Ten years ago there was rather a large supply, and there will be again I expect. We are erecting a large spinning mill in Cork, and if we do not send the flax it will be sent as yarn or as linens.

6439. Do you think that that would be a remunerative traffic for the railway company ?—Yes.

6440. Would it be sent in sufficiently large quantities to make it remunerative ?—It will be, I think, in time ; it has not been hitherto.

6441. When you say that large quantities were sent some time ago, have you any idea of the actual quantities ? Can you give in tons the quantity sent per annum ?—No, I cannot ; but I sent myself the produce of about 500 or 600 acres.

6442. To what would that amount in tons ?—I suppose over 100 tons. It was the Scotch flax. I cannot say exactly. I was merely one. There were several other mills working at the same time.

6443. Do you think that flax will continue to be grown to a large extent in the south of Ireland ?—I hope so.

6444. It is a remunerative trade ?—Yes, a great number of persons grew it last year. Some were disappointed who did not understand it, but a great number were satisfied.

6445. Does the rain affect it ?—Yes, it does. It cannot get too much rain in the growing time from May to June ; and in that way we have great advantages, for we have plenty of rain.

6446. (*Lord Donoughmore.*) In what part of the county of Cork is the flax grown ?—Generally in the west part of the county of Cork.

6447. (*Mr. Hamilton.*) If you could send the flax to Belfast by railway at the same rate as round by sea, would it not be a great convenience to you ?—Yes, decidedly.

6448. It is only the excessive charge that prevents you ?—Yes ; when I was doing it, there was great inconvenience in corresponding with parties in Dublin and Belfast.

6449. Do you know what the mileage rate is in that part of Ireland for goods of that description ?—Not now ; but I think the present rate by water is only 25s. ; that is from Liverpool, for flax from Cork.

6450. Do you know the present mileage rate upon the railways for goods of that description ?—I cannot say exactly.

6451. (*Mr. Ayrton.*) Do vessels ever go from Cork to Belfast ?—Never direct.

6452. Do you suppose that there is not enough traffic in that way to load them ?—Not wholly.

6453. (*Mr. McClean.*) Is there a continuous rail-

W. Shaw, Esq. way communication between Cork and Belfast?—
Yes; except the break at Dublin.

21st June 1865. 6454. (Capt. Galton.) There is no through communication at Dublin?—No.

6455. You do not know whether they send goods by way of Tullamore and Mullingar?—I do not think they do; that would be a very intricate way.

6456. You have no through communication from Bandon to Dublin by that route?—We have a transshipment and carriage across the city.

6457. That would, of course, add to the expense?—Yes; but the railways should regulate that; they should have one charge including that carriage.

6458. (Lord Donoughmore.) Would it not be possible,

as the stations are nearly exactly opposite each other, to establish a ferry of some sort by which the goods could be transhipped?—I think so. It is done in other places, in America very extensively. The river is narrow there; but there is a very large shipping traffic up and down the river. I see no insuperable obstacle in the way of doing it.

6459. It would be cheaper to do it in that way, would it not, than to cart the goods round?—You would have to put them on a cart to bring them to the ferry.

6460. Could not the rails be brought down to the ferry?—The Commissioners of Cork have not allowed them to do that yet; but I am sure they would do so if any well-considered plan was proposed.

The witness withdrew.

Adjourned to Friday next at 12 o'clock.

Friday, 23rd June 1865.

PRESENT:

THE RIGHT HON. ROBERT LOWE, M.P.
SIR ROWLAND HILL, K.C.B., F.R.S.
T. B. HORSEFALL, Esq., M.P.

GEO. CARR GLYN, Esq., M.P.
CAPT. DOUGLAS GALTON, R.E., F.R.S.
WM. POLE, Esq., F.R.S., *Secretary*.

THE RIGHT HON. THE EARL OF DONOUGHMORE IN THE CHAIR.

WILLIAM BENCE JONES, Esq., examined.

W. B. Jones,
Esq.

23rd June 1865.

6461. (Chairman.) You are a landed proprietor in the county of Cork?—Yes.

6462. You have resided there for more than 20 years?—Yes.

6463. Can you give the Commission any information as to the railways running into the south-west part of the county, or the Cork and Bandon Railway?—Yes. The whole of the traffic of the West Riding of the county of Cork, with a small exception in the northern part, depends upon one line of communication. We are so shut in between the sea and the mountainous country which separates Cork from Kerry, that there is but one line of communication for the whole West Riding of the county of Cork, and the whole of the trade of the West Riding exclusively depends upon Cork; everything that is brought into the country, manufactured goods of all kinds, are landed at Cork, and brought along that line of communication; every kind of export, whether it be butter, cattle, or anything else, has to go the same way. Except coals and corn, and those things which come by small vessels into the little ports, we are exclusively dependent upon the communication with Cork.

6464. The main line of communication, I think, is from Cork to Bandon?—Yes.

6465. How long has that line been made?—Part of has been opened for 16 years, and the whole of it has been opened for 14 years.

6466. What was the original cost of the line?—The whole cost of the line was about 325,000*l.* for 20 miles of railway, and that was about 18,000*l.* a mile.

6467. For a single line?—Yes; that was the amount of share capital that was made away with. But it was in endless difficulties before it was opened. It was for many years almost an insolvent concern. The chairman committed suicide, and the shareholders gave it up, and it was at last taken up by the preference shareholders only, who obtained some exclusive powers enabling them to appoint directors, and they contrived to get the line opened.

6468. The railway is at present managed by persons who are preference shareholders?—By the first preference shareholders, who hold 48,000*l.* of capital. They have the entire management of the whole thing.

6469. Where do the directors reside?—They reside in Dublin chiefly. Mr. Valentine O'Connor, one of the directors of the Great Southern and Western

Railway, is the chairman, and Mr. Greere, I think, is vice chairman; but none of them are local people. I believe there are one or two local directors in Cork, but it is only as directors appointed by the preference shareholders that they manage things as they are managed.

6470. I suppose these directors must have a qualification by holding original shares?—I do not think that they are necessarily required to hold any original shares, but I am not certain upon that point.

6471. Do the preference shareholders receive their dividends?—The first preference shareholders have always received their dividends at the rate of 5½ per cent., and the second preference shareholders, who hold less than 30,000*l.*, have sometimes got their dividends; but there is a considerable amount of bonded debt, as well as mortgage loans, as they are called, 71,000*l.* of which consists partly, I believe, of money which was advanced by the Exchequer Loan Commissioners, and the interest upon that is paid.

6472. The interest upon the loan of 71,000*l.* is paid?—Yes. The loan capital is 71,663*l.*; the first preference stock 48,000*l.*, and there is a small sum that they got out, somehow or other, 8,310*l.*, which they call perpetual 4 per cent. debentures, to be added also. I believe interest is paid upon that.

6473. What is the amount represented by the second preference shares?—The second preference shares are 29,667*l.*

6474. What do you say is the total loan share capital of the company?—The whole comes to about 160,000*l.*; that interest has occasionally been paid upon. The original shares represent 175,241*l.*

6475. Upon which no dividend has been paid?—No, except in the first year before the line was opened, when they paid it out of capital; they had power to do so then. Since the line has been opened, they have not received a penny upon the 175,000*l.*

6476. I suppose those shares representing 175,000*l.* of original capital have no price in the market?—Only about 10*l.* for a 50*l.* share, the want of any extensions very much influencing the value of them. I believe that the greater part of them are now held by persons who have bought them at the rate of from 10*l.* to 12*l.* for a 50*l.* share, and very few original shareholders remain in the company at all.

6477. Is the district which this line serves, the Bandon district, capable of producing a considerable

amount of traffic?—It is; in fact, the traffic upon these 20 miles of railway produces 20,000*l.* a year, which is over 20*l.* per mile per week; that is a very good traffic, and the whole of it is derived from that district.

6478. If the fares and charges were lowered, and further facilities were given to the public, do you think it is capable of greater development?—I cannot very well say that; we are necessarily so dependent upon Cork that everything we get must pass over that line, whatever the fares may be. I have no doubt that lower fares would be a great advantage to the country, but at the present time, the distance being so short—only 20 miles—a small increase in the amount of the fares, or on the charge for goods, would not come to any very large sum upon the 20 miles alone.

6479. You think that a reduction of the fares might be beneficial to the public; but you doubt whether it would be profitable to the shareholders and the company?—I do not know enough of the matter to be able to express an opinion upon that point, so far as the company is concerned.

6480. Your complaint, I understand, is this; that the present managers of this railway, from the fact of being interested only in 48,000*l.* of preference capital, upon which they receive a dividend, have no interest in developing the traffic?—That is the real source of our difficulty in the western parts of the county. If there was a solvent company, having the management in its hands, inasmuch as the whole of the traffic from additional extensions must pass over the line, they would promote extensions to a much greater extent for that purpose.

6481. Has the policy of the present managers been to prevent, or stand in the way of, extensions?—Not at all; it is only because they are in a dead lock; they say, "we have no money;" that is the regular answer that is given.

6482. Attempts have been made, I believe, to extend that line further westward?—There is an extension which is partially finished now, and which is called the West Cork Railway.

6483. Can you give the Commission any particulars as to that railway?—Yes; I have the details of that also. It was originally intended to go 32 miles, to Skibbereen, and the capital that they took for that, and which was believed to be far in excess of what was required, was 266,600*l.* It is the most level line, probably, in the world, and it gets into one of those great geological troughs which cuts that country from the south-west to the north-east; there is hardly a hillock to be gone through, except near to Bandon, and in order to avoid going through the ornamental ground of Lord Bandon's park they went a little out of their way, at a cost of some 3,000*l.* or 4,000*l.* We have had several proposals made for extensions in that district, and the highest estimate that was made was 6,000*l.* a mile.

6484. Was that for a single line?—Yes; they have partially completed 18 miles of it; that is to say, they have completed 18 miles of it, except the last half mile, to form a junction with the Cork and Bandon Railway; and they have stuck at that last half mile with a manager's staff, and engines actually standing in the middle of the fields, from inability to raise the money to make that last half mile into Bandon, where they come across a quantity of small property for which ready money is required, having already spent no smaller a sum than 266,600*l.* upon the other 17½ miles. They have applied to Parliament now for fresh powers to raise 160,000*l.* more; the Bill has not actually passed the House of Commons yet, but I believe it is nearly through.

6485. The line will cost how much per mile?—Considerably over 20,000*l.* a mile. I have had an opportunity of knowing what the *bonâ fide* estimate of the working engineer in cash was, and it appeared from that that it could be done for under 4,000*l.* a mile, the line was so extraordinarily level.

6486. How is it supposed that this enormous increase of cost has been occasioned?—Because there has been

no *bonâ fide* money embarked in it, except 10,000*l.* or 12,000*l.* that was raised by the gentlemen about Skibbereen. The whole thing has been done by taking the shares into the market, and getting rid of them for whatever money could be raised upon them. Everybody except the labourers has been paid in shares. To the engineer and people connected with it they have issued shares; shares have been given to them in exchange for their work instead of money to an extent that has been something frightful.

6487. (*Mr. Horsfall.*) Were the shares given at the original cost price or at a reduced price?—The Act was originally obtained by a few gentlemen living about Skibbereen; they tried for two years to get a *bonâ fide* contractor to undertake the work, but they could not; then they got into the hands of a set of people who carried on lines upon credit through Ireland. I do not like to mention their names, but they had to do with the Cork and Youghal line, and the Kinsale Junction. They handed the whole thing over to them with what little ready money was left after paying the parliamentary expenses; they took the shares, and did what they pleased with them.

6488. In any distribution of the shares in payment to the engineer, were the shares allotted to them at the original price?—I cannot tell you, but we know that they were put into their hands. The shares have been made away with, and this sum of 266,000*l.* is gone, and here is this half mile of line, for the purpose of which they could not get 5,000*l.* to pay for the land. Some of it was in the Court of Chancery, and the money had to be lodged in cash. The whole thing has been done in a most superficial way, for instance, they have wooden viaducts, little slight wire fences, and everything as trumpery as it could be.

6489. (*Mr. Glyn.*) Have the preference shareholders always received their dividends?—The first preference shareholders on the Cork and Brandon have. Their amount is only 48,000*l.*

6490. I perceive in an account rendered from the Exchequer Loan Commissioners that the company is in arrear to them, both with regard to principal and interest. Do they not take care to have the first charge paid?—I have watched the accounts for many years, and I have never observed that the first preference shareholders have not got their dividends. The second preference shareholders have been many times without them.

6491. (*Mr. Horsfall.*) Do not the Exchequer Loan Commissioners take precedence of the preference shareholders?—I think the Exchequer Loan Commissioners have got their interest.

6492. (*Mr. Glyn.*) According to the return I have before me, they certainly appear to be in arrear. The total advance made by the Exchequer Loan Commissioners to the Cork and Bandon Company amounts to 35,000*l.*; the company have repaid part of that amount, but there is a balance outstanding, and there is an arrear upon the principal and also upon the interest. I therefore cannot understand how the preference shareholders could have received their dividends?—I can state as a fact that I have watched the accounts very closely, and that there has never been for years past any statement that the first preference shareholders did not receive their interest somehow; the second, or number two, preference shareholders have continually gone without their interest. In the account that I obtained, it did not distinguish between the amount owing to the Exchequer Loan Commissioners and what they called mortgage loans, they were all put together, and they amounted to 71,000*l.*

6493. Has the interest upon the mortgage loans been regularly paid?—That has been certainly the case, because that would be a first charge before the preference shares; the preference at 5½ per cent. on 48,000*l.*, would only be 2,640*l.*, and they received 20,000*l.* per annum on the traffic.

6494. Who elects the directors?—I believe the preference shareholders exclusively.

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Esq.

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6495. (*Lord Donoughmore.*) Do you think that if the West Cork Railway, the extension of the Cork and Bandon line, had been made for the amount per mile that was estimated by the engineer, it would have offered a reasonable chance of paying a fair dividend?—The 18 miles that are partially completed certainly would, for that distance it is like a trunk line, as the Cork and Bandon does the first 18 miles; the remaining 14 stand on a different ground, that is, or the greater part of it, on a branch; that would pay something, but what amount I am not able to state clearly.

6496. These 18 miles having cost over 20,000*l.* a mile, there is very little probability of the shareholders receiving any dividend?—I think not. I have a copy of the Bill, which is now before the House, in my pocket, and it is pretty clear, from the arrangements which they are making as to the shares, that they never expect to get any dividend upon the ordinary shares, and it must come to the same state of things as in the case of the Cork and Bandon, that the preference shareholders will get some dividend, and the others none.

6497. Such a system is of course very discouraging to the local parties, who wish *bonâ fide* to get railways constructed for the benefit of the country?—Just so, but in the district with which I am connected, the Clonakilty Union, which is one of the best districts about the country, we cannot get any help whatever from these people, and that naturally discourages people, and renders it improbable that any *bonâ fide* persons will be found to engage in it.

6498. How far are you from the station at Bandon?—Cork is 13 miles from Bandon, and all the produce has to be carted that distance to Cork. The bulk of my property is nearer in fact than my house is, and I am less vitally interested than most people, except in the general prosperity of the district. I have some property near Cork that would be benefited by a railway being opened.

6499. Do you think that branch lines from those trunk lines you have spoken of to Cork and to Bandon would be a benefit to the country?—An immense benefit to the country. There is nothing that seems so to civilize us and to bring things forward as the opening of railways; and bad as this Bandon line has been, it has nevertheless been of the most incalculable benefit to the district.

6500. Do you know whether any agricultural produce is carried into Cork by road?—There is a little carried by what we call carmen; those people who come in from Skibbereen and distant places; they do not think it worth while to put their loads on to the railway for a distance of 20 miles, and they still continue to carry on the road, but I think that practice is decreasing.

6501. If there was a moderate reduction of the rates charged on the Cork and Bandon line, do you think that that would induce parties to take the traffic off the road and put it on the railway?—I have no doubt of it; the most accurate calculation is made by the people as to what it will cost to do a certain thing; that is to say, whether it is carried by cart or by railway. Formerly they often took their butter to Cork in their own carts, and now from my district they commonly start at night.

6502. In order to be present in the market when the butter is sold?—Yes; but I think, if the railway would carry them and their goods cheaply, they would go by it; but any man with four, or five, or six firkins of butter may now take it down in his own cart.

The witness withdrew.

HENRY JAMES MACFARLANE, Esq., examined.

H. J.
MacFarlane,
Esq.

6515. (*Chairman.*) I believe you are a magistrate of the county of Dublin?—Yes.

6516. And a member of the Council of the Royal Agricultural Society?—Yes.

6517. Have you had any experience in the management of Irish railways?—I have been brought very

6503. (*Capt. Galton.*) For what distance would I carry it?—The railway is 20 miles long, and the country it comes from is about 30 miles distant.

6504. I am alluding to the farmers who you said started overnight; how far do they travel?—The travel 30 miles from their own homes; they would save 20 miles by the railway, but they must take the butter 10 miles to the railway, and leave their cart and horse there, and go on by the train; but not valuing their own time nor their horse's labour, they travel the whole distance of 20 miles, and sell their butter and come back again. I would submit to the Commission that the existing traffic on the Cork and Bandon Railway is a perfect gauge of what the traffic from the whole district would be. The existing traffic almost conclusively proves what the traffic on these extensions would be, because the whole of it is to be derived from this very district, the west riding of the county, and making allowance for the difference in distance of the extensions, we can almost certainly guess at what the traffic would be upon any of the extension lines.

6505. Are you now speaking of the class of traffic or of the quantity?—Of the quantity. I have already stated that the whole traffic from the West Riding of the county comes into this one neck between Cork and Bandon, and being shut in by the sea on one side and by the Kerry mountains on the other, there is no other communication whatever.

6506. I thought you stated that a certain quantity of traffic still went by the road?—Yes, the road is parallel to the railway.

6507. If the railway is extended, you think it is likely that more traffic will go by the railway?—Yes, it would increase. The 20,000*l.* received on the Cork and Bandon line I think represents the minimum traffic of the district. It is the non-paying condition of the Cork and Bandon that causes the whole difficulty through our district.

6508. (*Mr. Glyn.*) What have you to suggest, in order to cure this state of things?—The only suggestion I could make, would be an extension of the power of the Exchequer Loan Commissioners to advance money wherever there was *bonâ fide* traffic available.

6509. You would deal with the preference shareholders?—Yes, exclusively. If it was a landed proprietor's estate which had had a first mortgage upon it for 15 years, it would be wound up.

6510. You mean, that you must buy them up?—No doubt.

6511. You must pay them off or deal with them at the price at which they will sell?—Yes; but I imagine that they have never been well pleased with their bargain, and I do not think that it has been looked upon as a very valuable security.

6512. And you would improve the security by the fact of paying them off?—Yes.

6513. (*Chairman.*) What price do the preference shares fetch in the market?—I do not know; they are so seldom sold, being in so few hands, and representing so small an amount, 48,000*l.*

6514. (*Mr. Glyn.*) Are the directors selected exclusively from the preference shareholders?—I believe so. I wish to add that the present actual traffic on the Cork and Bandon of 20,000*l.* per annum proves clearly that the traffic of the West Riding would be sufficient to pay a fair interest on all extensions that are required to give full railway accommodation to the whole district; if such extensions were made at a moderate cost, say 6,000*l.* per mile, and if the incubus of the extravagant cost of the existing lines could be arranged.

much in contact with the authorities on various railway boards in Ireland, from being one of the managing committee of that Council.

6518. Principally in connexion with the annuities, shows, and the conveyance of stock and agricultural implements of all kinds?—Yes; we have tried to

induce the implement makers in all parts of the United Kingdom to send their most improved machinery to our annual shows, and we vary the places at which these annual shows are held, so that they are held in all parts of the country. I have assisted to arrange for exhibitions held in Cork, Derry, Dublin, Galway, Killarney, Dundalk, Athlone, Carlow, Belfast, Waterford, Armagh, Kilkenny, and Sligo.

6519. They are held in each province alternately, are they not?—Yes.

6520. Have you had any difficulty in making arrangements with the managers of the Irish railways in obtaining facilities for these purposes?—We have not experienced so much difficulty latterly as we used to do. Formerly they did not at all see that it was for their interest to encourage both the bringing of stock from the various parts of the United Kingdom to the distant parts of Ireland, and the bringing of passengers to see the shows; but a few years ago Sir Edward Macdonald, who was Chairman of the Great Southern and Western Railway, happened to be on our committee, when he took the subject up with his own board, and inaugurated a state of things that has had a very advantageous effect upon other boards since.

6521. Will you describe to the Commission the nature of the facilities that were afforded to you?—Arrangements were made for the taking of stock and implements from Dublin or from the port where they may happen to be landed from England, or from any of the manufacturing towns in Ireland, Belfast or Cork, to the place of exhibition, free, and for taking back those which were unsold also free.

6522. Has that arrangement been continued since that time?—Yes; it has, as a rule, been continued, but in some instances it has been very much departed from. We have had a difficulty sometimes with the chairman of a board, who did not see his way in it; at other times the directors individually have stated that they were willing and anxious that such an arrangement should be made, but that they could not prevail upon the traffic manager; and then, again, they have stated that their shareholders would not be pleased. But the facilities which have been afforded have enabled us to hold shows in places at which otherwise we should not have held them; for instance, we held a show once at Killarney, which was not a very good place, but it was supposed that it would give encouragement for taking a line of railway there, for there was no railway then to that place, and there was an undertaking given that if we held our show in Killarney the railway would be completed at a given time by Mr. Dargan.

6523. I suppose as to these annual shows that there is a very great desire on the part of many people to go and see them?—Yes.

6524. Do you think that a liberal reduction of the fares on those occasions would have the effect of increasing largely the passenger traffic?—Very much so, and also, I think, it would encourage towns where shows have not yet been held to hold them. They complain that they are not told what the railway arrangements will be, and therefore the funds they would collect depending very much upon the number of persons who would flock into the towns, they are afraid to run the risk; for instance, we have never had a show at Enniskillen, and that is one of the reasons given, not knowing what facilities would be afforded by the railway companies to bring passengers to the show.

6525. The place you have mentioned is on the line of the Irish North-western?—Yes.

6526. I suppose you consider that these annual shows are of great use to the country?—We think it is a matter of great importance that the newest inventions in machinery from all parts of the United Kingdom should be carried into the most remote parts of Ireland. We held our show last year in Sligo, and there were threshing machines and steam engines brought there that perhaps for an age would not reach the place were it not for our annual show.

6527. Very likely the farmers had never seen machines of the same kind before?—A great number of them had not, and some of them had never heard of them before. As chairman of the North Dublin Union, I am brought very much in contact with persons representing the commercial interests in the city. Dublin, as the Commission are aware, is the point where nearly all the systems of railway concentrate, and there is a general complaint (I speak from hearsay) of the arrangements made and the difficulties they find in sending their goods to different country towns in Ireland. They state that the people in England can send their goods from any port; for instance, from Liverpool, there is greater facility for sending goods from Liverpool to one of the country towns in Ireland than there is from Dublin. The through traffic is so arranged that the cost from Dublin to Sligo, or Galway, or Mullingar, or Athlone, is less from Liverpool than it is from Dublin; and they do not understand, that if it pays them to take things at a small cost from Dublin to Galway for those goods or persons coming from Liverpool to Dublin, why they should not have the same facilities.

6528. With regard to goods, taking them separately, is it not the fact that there is steam navigation between Liverpool and Sligo?—Yes.

6529. Would not the competition by steam navigation, as against the railway route, have some effect in lowering the charges, as between Liverpool and Sligo, which would not apply to the charges between Dublin and Sligo?—Quite so; but Sligo is not the only case. There is not the same steam navigation to Galway, nor to Enniskillen, nor to Athlone. I can give an illustration with regard to the passenger traffic. I was coming over to this country last week. I am connected by property with the north-western part of Ireland, and I could have gone and seen my property in the north of Ireland, and have gone from thence to London, and from London back again, and have spent a week there, and again have come back to my house in Dublin for less than it would have cost me to go from Dublin direct and back again, and this in consequence of the facilities which are given for through traffic from, say, all places north of Dundalk; I could have taken a ticket from Omagh, which is about eight miles from my place—I have a house in that part of the country—to London and back again first-class for three guineas, and I could get a return ticket to go to Omagh by the Giant's Causeway, for a month, and back to Dublin, for two guineas, making together five guineas. I could have gone back again to that place, and then have come on with the rest of my ticket to Dublin. This shows the great facilities which are given by the North-western Company to go direct to England, and the impediments on the other hand which are thrown in the way of travelling from Dublin to the northern districts, and the heavy cost of the journey.

6530. Is the fare that you pay for a return ticket from Omagh to London, three guineas, the ordinary fare, or only the fare paid for a summer excursion?—It is the ordinary fare. I believe you can get it at any time of the year. I was lately in the county of Derry, and I was talking of coming to London, and my friend said, "You had better get your ticket here, go to Strabane, come back again, and pay us another visit, instead of going to Dublin, and you will save a few pounds."

6531. (*Capt. Galton.*) But that would have been by a longer sea passage than the other way?—Yes.

6532. In consequence of the longer sea passage, passengers might be induced to go that way by charging them smaller fares?—I suppose that is an element in the matter.

6533. Is not this an analogous case. A passenger may go from London to Paris by two routes; if he goes by Newhaven and Dieppe he will pay 30s.; but if he wishes to go by the shorter sea passage, he will have to pay twice as much?—There is something in that, no doubt; but I think the case I have put is a

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stronger one, although I admit the principle is somewhat the same:—

6534. (*Chairman.*) To go back to the question of goods, a merchant at Liverpool who received an order to send goods to Omagh would bring them to Omagh on cheaper terms than a merchant in Dublin?—Yes.

6535. Which no doubt the Dublin merchants consider very unfair?—Yes, they think so. The facilities afforded to travellers from the north-west parts of Ireland to Dublin are very bad. I reached Omagh some time ago about half-past three o'clock in the day, and unless I should sleep a night on my way to Dublin, I could not get to Dublin until five o'clock in the afternoon on the following day.

6536. Will you be good enough to explain that?—There is no train from Omagh after about half-past three o'clock in the day. I reached Omagh after the train had departed that would have taken me to Dublin, but then no other train would reach Dublin before about half-past five o'clock on the following day.

6537. Is there not a night mail train?—No, nothing goes through. You must sleep on the road.

6538. Is that by the Portadown route or by the Enniskillen route?—By either route.

6539. Although there is competition?—Yes. You cannot go from Omagh to Dublin and spend a day in Dublin without being three days absent from Omagh. One of the directors on the Irish North-western line told me that if there was a facility for going from Omagh to Dublin, which is only a distance of 86 Irish miles north of Dublin, there would be six times the traffic in passengers, he thought upon that line, for people would continually go up to Dublin; but having to spend two nights in Dublin is so expensive that they are obliged to consider how they shall avoid that expense, and they will wait for a fortnight or even three weeks in order to do their business on one trip instead of going up more frequently.

6540. Did that director tell you the reason why the railway company did not grant proper facilities to the public?—Although a director, he told me that he could not understand it. He stated that he had advocated it, but that he was outvoted in the direction; and more than that, he stated that he was a director on the line *viâ* Enniskillen to Omagh from Dundalk, and he said that a train ran into Dunganon in the after part of the day which might go on to Omagh, and come back again the next morning; and he also said that if that train came on he would continually go by it, although he had a free passage on the other line. He has been anxious about that, seeing that the advantage from it would be so great.

6541. I am afraid that the Irish North-western line is the great difficulty just now?—It is the general impression that the directors are attending more to financial questions than to the development of the traffic. I may mention what I think is rather a curious illustration showing how they do not develop the traffic. I have been asked whether I could not get on at night to London. I was in company with a noble lord who wished to get on, and I said to him: "I suppose your lordship will not do what I shall do; I shall take a post car to Monaghan, and I shall get on the steam engine, and so get on to Portadown." They would not take me in a carriage, and I cannot find out what the reason is. I got on to the steam engine; it was important to me to get to Dublin that night, and there was no other mode; I therefore got on to the engine which took me to Portadown. I then got into the mail train from Belfast, and so on to Dublin. It appears strange that they should employ an engine to carry the mails and not to carry the passengers; this has been going on for some time; it is not an accidental thing.

6542. Is that engine despatched at such an hour that if there were a train it is not likely passengers would go by it?—When there was a mail coach on that line it was used very much; but when the rail-

way was opened it had the effect of doing away with the mail coach. They try to induce all the passengers to travel by the day mail, in order that they may have a greater number going in the day time instead of dividing them between the day and the night.

6543. Then since the opening of the railway the amount of accommodation given to the public has been diminished?—It is very much less, because before they had coaches both in the day time and at night, and now they have only conveyances in the day, which would not reach Dublin at a sufficiently early hour to enable them to transact the ordinary business that arises. The earliest train from that country to Dublin does not reach the city until about half-past five.

6544. Have you some property in the neighbourhood of Omagh?—About six or seven miles from it.

6545. Do you think that if a considerable reduction in the rates and fares were made, and if the railway companies afforded more general facilities to the public, there would be any considerable increase of traffic in your district?—I am sure that there would be a very great increase both of passenger traffic and also of goods traffic. I may mention, that I wished to get up some seed potatoes to Dublin, and I got my steward in the country to send up a ton; this occurred about two months ago. I did not know what they would cost; he sent me up a ton, and the cost of carrying them, the value there being about 2*l.*, was 1*l.* 9*s.*

6546. A price which was prohibitory of any profit?—Yes, my steward was going to send up some more, but he wrote to me to say that he thought I could buy the potatoes in my own neighbourhood cheaper. In that way the metropolis suffers, from not being able to get agricultural produce brought in cheaper. These potatoes in the market at Omagh would only have sold for about 2*s.* a cwt., while the people in Dublin paid double that amount.

6547. What fuel is used in the neighbourhood of Omagh?—Both coal and turf; the humbler classes use turf. They generally get coal from Londonderry by railway.

6548. Are the rates charged for the carriage of coal high or low?—I believe they are rather satisfactory.

6549. Do you think that if coal could be brought into the interior of Ireland at very low rates it would supersede the use of turf to any considerable extent?—Not very much. Turf is the fuel of the poor; they can light a turf fire, and reduce it at once. Fires are not used for warming purposes, they are used more for cooking purposes. I am speaking now of a district where they have great facilities for getting coal. Upon the whole they think it more economical to use turf as general fuel.

6550. Probably because it is produced by their own labour?—That is an item in the matter, but also because with that fuel they can more readily light their fires when they come home from work for the purpose of cooking, and when they have done with them they go out without consumption.

6551. Are there any other facts which you wish to state to the Commission?—It has occurred to me that there is not that supervision over the railways which I think there ought to be. I felt this very much lately in consequence of an accident that occurred on the Midland Railway, when the late Mr. Senior was killed; when it was proposed that the Navan line should have running powers over the Midland. I stated before a Committee of this House that I feared very much that accidents would occur from their obtaining running powers over that line, on account of the level crossings there were immediately upon leaving Dublin, and I am very sorry to say that at each level crossing that I named there has been a fatal accident; there have been two or three at Blanchard's Town.

6552. Does not that rather point to the imprudence of Parliament in having granted those powers than the want of proper supervision?—That is one reason why I think that Parliament now are rather concerned

in seeing that there should be some safeguard introduced, and that some surveillance should be exercised over them.

6553. Do you not think that Lord Campbell's Act which imposes unlimited pecuniary liability upon the shareholders in railway companies in case of fatal accidents is a sufficient safeguard or inducement for the directors to take great care to protect the lives of the public?—Yes, to a great extent it is. But I attended at the inquest that was held on the unfortunate gentleman whom I have referred to, and it struck me then that the public were not represented. The personal friends of the deceased gentleman did not wish to appear by counsel at the inquest, but the railway company appeared, and were represented by very eminent counsel; but the public were unrepresented, and the result, as it occurred to me as a magistrate sitting at that inquest, was, that the examination and the cross-examination of the witnesses was altogether in favour of the railway company.

6554. You think, probably, that the facts of the case were not properly brought out?—Yes. I can quite understand the circumstances. I believe that the death of that gentleman resulted from mistakes. First of all he understood that the train that should have passed half an hour before he crossed, had passed, and that train killed him. There was a train going out which indicated the hour that the train generally went out after the other train had gone. It happened that that train was just going out and that the other was just passing in. There is a great curve there, and Mr. Senior did not see the other train coming in. It snowed at the time, and I believe he did not receive any warning. A man crossed the line immediately before him, and the man on guard stated that he did not see that man crossing the line. The man that crossed the line met Mr. Senior at the gate, and he stated to the jury that he saw one train coming up, and he heard the whistle and the other coming down. The gate-keeper stated, on the other hand, that he did not see that man coming or crossing the line at all.

6555. How would you propose to remedy that inconvenience?—At that particular point the company have to pay the wages of two keepers. It was a most awkward crossing, and two or three years ago this same gentleman, Mr. Senior, assisted in making the crossing better at an expense of 300*l.* or 400*l.* If a tunnel could have been put under the line there, which the present engineer of the line stated would only have cost 1,500*l.*, the 1,500*l.* capitalized at 5 per cent. would not come to so much as the cost of the two keepers; it would only be about 75*l.* a year, which I believe would hardly pay the two gatekeepers. Again, at Blanchard's Town, they might have an over crossing at about the same cost.

6556. You are of opinion that either the Board of Trade or some Government authority should have a general power to oblige railway companies to make alterations in their works if they were considered necessary for the safety of the public?—I am. I believe that at the present time their financial difficulties stand very much in the way of what they themselves see ought to be done. There is hardly a railway now that has not fallen into a state of financial difficulty, the Midland line particularly. I was on the line myself about a fortnight ago, going from Mullingar towards Cavan, and there was a gentleman in the train, a friend of mine, going to the North-western, and he said, "It is too bad; this train will be just too late for the Cavan train, so that I may be detained, and not get to my destination to-night." I said, "How can you remedy this?" He said, "If I can get the engine driver to put on the steam, I shall be in time for the Cavan train," that is, the train going to the North-western.

6557. Did he get the engine driver to put on the steam, and did he reach the Cavan train?—Yes, he was in time; but I do not think that these things ought to be done.

6558. Do you know that the little line from Cavan to Clones belongs to the Irish North-western Company?—I think it is the Ulster Company. I think that the Ulster line meets the Irish North-western line at Clones. In this morning's paper I observed a letter which alludes to the very thing which occurred to myself about three weeks ago, and which is quite illustrative of the arrangements in the part of the country to which it refers, and which I will, with the permission of the Commission, read:—

"Through traffic between the West and North of Ireland. Sir, I arrived at Cavan on Monday last from Westmeath *via* Midland Great Western Railway at 4.50 P.M., fully expecting to be taken, as heretofore, by the Irish North-western line to Dundalk. This company had, however, without any public notice that I could discover, (except some placards hastily posted at northern stations,) a few days previously altered their train to start from Cavan 15 minutes before the arrival of the Midland Great Western train, and (as one of the latter company's officials stated to me) without giving them more than a day's notice or so of the intended change. I was obliged to remain in Cavan until 11.15 A.M. next day. Was brought to Clones junction 20 minutes behind time, and five minutes late for the train to Dundalk, which they profess to meet, and was obliged to remain there two hours. Such treatment of the public is disgraceful.

"I remain your obedient servant,

"THOMAS W. WEST.

"Rath, 16th June 1865."

The witness withdrew.

Adjourned to Tuesday next at 12 o'clock.

Tuesday, 27th June 1865.

PRESENT:

THE RIGHT HON. LORD STANLEY, M.P., F.R.S.
SIR ROWLAND HILL, K.C.B., F.R.S.
T. B. HORSFALL, ESQ., M.P.
ROBERT DALGLISH, ESQ., M.P.
GEO. CARR GLYN, ESQ., M.P.

A. S. AYRTON, ESQ., M.P.
CAPTAIN DOUGLAS GALTON, R.E., F.R.S.
J. R. M'CLEAN, ESQ., Pres. Inst. C.E.
W. POLE, ESQ., F.R.S., *Secretary*.

HIS GRACE THE DUKE OF DEVONSHIRE, K.G., F.R.S., IN THE CHAIR.

EDWARD FOX, ESQ., examined.

6559. (*Chairman*.) You are a stockbroker in Dublin?—Yes.

6560. And you have been engaged in that capacity for many years?—For 20 years.

6561. Have you had many opportunities of becoming acquainted with the value of Irish railway property?—Yes, I have had extensive opportunities.

6562. A large number of the Irish railways pay no dividend on their ordinary shares?—There are 26 railways in Ireland; there are 14 of them which pay an average dividend of about 3¼ per cent., and there are 12 railways in Ireland which pay no dividend.

6563. (*Lord Stanley*.) Do you mean upon the ordinary stock or upon the preference shares also?—

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E. Fox, Esq. Upon the original shares. The dividend of $3\frac{1}{4}$ per cent., if spread over the whole of the railways, would be equal to a dividend of $1\frac{3}{4}$ per cent.

27th June 1865. 6564. (*Chairman.*) Upon the whole of the ordinary stock of all the Irish railways?—Yes, it comes out at that average.

6565. (*Lord Stanley.*) You have given us certain figures; can you extend the calculation a little further including all the debentures and preference shares, and tell us what return the total capital which is invested in Irish railways yields?—I think I can. According to the Board of Trade return for 1863, the net receipts of the railways in Ireland amounted to 770,000*l.*

6566. That was upon a total of something like 24,000,000*l.*?—On about 26,000,000*l.*

6567. According to the figures you have given, the total return upon the capital invested in Irish railways, making no distinction between preference and ordinary stock, is about 3 per cent.?—About that on ordinary stock only.

6568. (*Chairman.*) Is that including debentures?—No.

6569. (*Mr. Glyn.*) Does it include the Government loan and all charges as well?—No; it is irrespective of the Government loan, which is a prior charge.

6570. That would reduce the average considerably, would it not?—This is the surplus after paying dividends on debenture and preference stock.

6571. (*Chairman.*) Do you know the extent of the Government loans?—I am not prepared to state the precise amount, but it is about 6,000,000*l.* including advances by Government and the public.

6572. Are you able to form an opinion in regard to the wish of shareholders in Irish railways to dispose of them to the Government in the event of the Government being inclined to purchase them?—I think there is a strong desire for that.

6573. On the part of the shareholders?—Yes, I think so; and I should say also on the part of the public generally, weighing the advantages which are likely to spring out of it to the country.

6574. Have you formed any opinion as to the best means of settling the terms of purchase, supposing the Government were inclined to purchase the railways?—I should say that it would be proper and perhaps necessary to appoint Commissioners to negotiate with the governing bodies or directors of the railways.

6575. How would you deal with the railways from which the shareholders receive no dividend?—I think that that would require to be a matter of negotiation.

6576. Do you think that the negotiation should take place with individual shareholders, or that a certain number of the shareholders should have the power to bind the rest?—I think that a negotiation should be opened with the board of directors; as a matter of course the board would not have power unless they received it from the proprietors to carry out any negotiation which they might enter into. If a majority of the shareholders should approve the proposal of Government, I would make that binding on the minority.

6577. Would the boards of directors in general be willing to dispose of the railways?—I think so, certainly.

6578. (*Capt. Galton.*) Do you feel certain that they would be willing?—Yes, I do, on equitable terms.

6579. (*Lord Stanley.*) You say that you think that the boards would be willing to negotiate?—Yes, on equitable terms every desire would be manifested.

6580. I suppose that those companies who would be most willing to sell would be exactly those which the Government would derive the least advantage from purchasing?—Of course, as to the non-dividend paying companies, I dare say you would receive the warmest support from them.

6581. Do you think it would be easy to estimate the value of the property that is yielding no return whatever, and is it not a matter upon which the seller and the intending purchaser would be likely to entertain extremely different opinions?—There is a market value for most railway shares, however reduced the value may be, and that would form some index to the price, and I think upon that you might lay the foundation of a value.

6582. Taking what are called unsaleable shares, for which there is no demand whatever in the market, which lie upon people's hands, and which, when they are sold, are sold at a merely nominal value?—Yes, quite so, it was upon that nominal value that my previous answer was based.

6583. Is there not a very large number of persons who hold on to property of that class, thinking that although they may get nothing for it now it may improve hereafter?—Yes.

6584. Do not you think that anything in the nature of a compulsory sale would be much objected to by holders of that kind of stock?—I do not think that a compulsory sale could be carried out at all. I think that that would be an unfair infringement upon the rights of property. I feel strongly that an equitable proposal might be made to those non-paying companies, that something like from 25 to 50 per cent. of the original capital invested in them, or terms analogous to those, might be offered.

6585. From 25 to 50 per cent. of the original capital invested in those lines which have been spoken of as yielding no return?—Yes, from 25 to 50 per cent.

6586. Taking such companies as you have spoken of, do you think that their shares are likely in any reasonable time to rise to that value in the market?—I do not think so under the present system, or without a large revival of commerce in Ireland.

6587. Or under any system that the shareholders would have it in their power to see enforced?—I think not.

6588. The offer of such a sum as you would propose would be infinitely better than the shareholders could possibly obtain in any other manner?—I think so. By a system of very low charges the industrial resources of Ireland would undergo large development.

6589. And under those circumstances you think they would be willing to sell?—Yes.

6590. (*Mr. McClean.*) Do the public complain of the bad working of the railways in Ireland?—Very much indeed.

6591. With regard to passengers or goods?—There is a general feeling of dissatisfaction over the entire country as to the management of the railways.

6592. (*Sir R. Hill.*) Are the sales of shares sufficiently frequent to enable you to say that the market price of any of the shares is so and so?—As a rule I would say so; there are a few of them as to which the intervals are long between the transactions taking place, those especially which yield no dividends.

6593. With regard to those lines which pay no dividend, could you say that the average price of the shares, say, in the year 1864, was so and so, or have you the means of determining what the average price has been?—Yes.

6594. Could you give also the average price of the debentures?—I can, but in some cases the quotation would be nominal, from, perhaps, the fact of there being a very long interval without a dealing.

6595. In most cases could you give the average price of debentures for a particular year?—I think so.

6596. If you could not do that, there would probably be no great difficulty in estimating the value from the interest actually paid upon them?—I think not.

6597. (*Mr. Horsfall.*) Can you give the value of the shares in the particular lines which do not pay a

dividend at the present moment; the Cork and Kinsale line for instance?—They never had a market value; the shares were never dealt in to my knowledge.

6598. Take the Limerick and Waterford Railway, is there a dividend paid in that case?—The Limerick and Waterford is paying no more than half per cent. upon its original capital.

6599. What is the present price of the shares of that company?—The present price is about 16*l*; that was the last transaction.

6600. (*Capt. Galton.*) Upon a 100*l*. share?—No; upon a 50*l*. share.

6601. (*Sir R. Hill.*) Do they produce only half per cent.?—Yes.

6602. That is 10*s*. a share?—Yes, 10*s*. a share per annum.

6603. Does the chance of obtaining 10*s*. a share per annum enable them to be sold for 16*l*. in the market?—That is exactly the present state of things.

6604. Then it is 5*s*. a share that they produce?—No; it is 10*s*. a year for each 50*l*.

6605. That is one per cent.?—Yes.

6606. Is the annual dividend one per cent. or half per cent.?—The last half-yearly dividend was at the rate of half per cent. per annum only. The last dividend was only 2*s*. 6*d*. I find.

6607. Five shillings a year was the rate of the dividend?—Yes.

6608. That is half per cent.?—Yes.

6609. Is the right or the expectation of receiving 5*s*. per annum saleable for 16*l*.?—That is so, but there are contingencies supposed to arise, for instance, as to that company, I was engaged in negotiations for the sale of it about four years ago, and there was an offer equal to about 2½ per cent. for it from the Great Southern and Western Company of Ireland, which I took an active part to have carried out, but a preponderance of the votes of Limerick and Waterford shareholders defeated my object.

6610. What you have given is the present price?—Yes.

6611. (*Mr. Glyn.*) In fact they hope for amalgamation with the Great Southern and Western line?—Yes, they anticipate that a sale or amalgamation of the property is probable.

6612. (*Chairman.*) Can you give the Commission any other instances of the selling price of shares, either paying a very low dividend or paying none at all. Are the Cork and Bandon original shares saleable?—Yes. The Cork and Bandon original shares are 50*l*. shares, and the last price was 14*l*.

6613. They have never paid any dividend, have they?—Never; the original shares have never paid a dividend.

6614. (*Capt. Galton.*) Your suggestion is that if the Government purchased the shares they should pay 25 to 50 per cent. of the original money paid up upon them?—Yes, I deem this a reasonable basis of value to negotiate upon.

6615. Are they 50*l*. shares or 100*l*. shares that sell for 14*l*.?—50*l*. shares.

6616. In that case then the Government would pay for those shares 25*l*. a share?—Yes, it would be analogous to that if purchased at 50 per cent.

6617. That would be an increase of about 80 per cent. upon the quoted price?—Yes, it would.

6618. You would apply the same rule to companies like the Great Southern and Western Company, which pays 4 per cent., and whose shares are nearly at par, and give them an increase of 80 per cent. upon the quoted value of the shares?—There is only one railway in Ireland at a premium, viz., the "Dublin and Kingstown," and with two or three exceptions all the others could be purchased considerably under first cost.

6619. Would not those companies be very much dissatisfied with receiving comparatively so little

advance upon their shares, if so very large a premium was given upon shares which were of much inferior value?—There might be some feelings of jealousy, but I think if a Great Southern and Western shareholder got par for his shares, selling at 80*l*. in the market, I do not think it would constitute a reasonable ground for objection because a shareholder in another company got 25 or 50 per cent. of his original capital.

6620. (*Mr. Glyn.*) Must not the buying and selling value depend upon whether it is a dividend paying company, or a non-dividend paying company?—It should be so, but speculative considerations influence value.

6621. You would appear to apply a different system to a non-dividend paying line from that which you would apply to a dividend paying line?—Dealings in non-dividend paying lines are purely speculative; people anticipate that some improvement will take place in the country, and there is speculation about them. Other lines are based more upon the interest on money which they yield.

6622. Would they not have in selling the same right to a prospective value as the non-paying line?—I think not; the paying lines yield a moderate return for investment, whilst the non-paying lines, although of small present value, may much improve hereafter.

6623. (*Chairman.*) Are there large transactions in the shares of the non-paying lines?—Latterly the transactions have dwindled down to small proportions.

6624. (*Lord Stanley.*) Would not great objection be made on the part of those controlling the national expenditure to the purchase of this unsaleable stock at a value which by your statement must greatly exceed its market value?—I think that the proposition could be worked out without any risk to the public revenue at all by a large development of the resources of Ireland.

6625. Waiving that question, if I can go into the market and purchase this unsaleable stock for 10 per cent. of its original value, why should I be expected on the part of the Government to give 25 or 50 per cent.?—I think that the price at which you might go into the market and buy 10 or 20 shares would scarcely constitute a fair standard of value for the entire property of a company. These low prices arise from a disinclination on the part of the public to invest in railways in Ireland. You cannot purchase any quantity at these low prices, neither can you sell.

6626. Are you not starting a little from a theory that in some way or other the State is responsible for the bad condition of the railways in Ireland, and that it is bound to give the holders of this property an opportunity of improving it?—I am of opinion that some schemes of a perfectly worthless character have received the sanction of Parliament, and in that way I do believe it.

6627. (*Capt. Galton.*) You say that there is a great disinclination to invest money in Irish railways?—I think there is a growing disinclination to do so.

6628. Then how is it that both last session and in this session of Parliament so many schemes for new railways in Ireland have been brought forward and been sanctioned by the legislature?—The only explanation that I can give is this; the disinclination to invest in railway property in Ireland I put forward as indicating the taste of the masses of the country. The fact of railways receiving the sanction of Parliament in most cases only indicates enterprize and speculation on the part of solicitors, engineers, and perhaps some few others.

6629. But how is the money obtained?—Latterly I believe that all efforts have failed to induce the public in Ireland to absorb the capital of these companies. I think that in later years they have had a very sickly existence indeed, and they have been entirely worked out through the instrumentality of railway contractors, who, tempted by very remunerative prices for the works to be executed, entered into financial operations.

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6630. Where did they sell the shares which they received in payment for the work they performed?—I believe that these schemes are for the most part financed in the City of London, and that they have failed to sell them. I think they have not found a market for them with the public.

6631. (*Sir R. Hill.*) Have they not parted with the bonds at a great discount?—Yes, sales of bonds have taken place at very large discounts.

6632. I think you said that they have paid high prices to the contractors?—I think they have paid much higher prices than if they had been placed in possession of a capital and the company had been free agents to enter into contracts on open public competition.

6633. (*Capt. Galton.*) Have the contractors been paid in shares and bonds?—Yes, in both I believe.

6634. Not in money?—No. They were not able to work out an operation of that sort in the same beneficial way as if they had got the public to take up the capital and had advertised for contracts.

6635. (*Sir R. Hill.*) Then the joint operation of these two causes must have been greatly to enhance the cost of the railway?—Yes, greatly, in my opinion.

6636. Can you give us any instance of injudicious expenditure of that kind?—I think that that applies to several of the railways of recent origin.

6637. Has it not happened that in some instances the apparent cost of the railway has been two or three times as great as the real cost would have been if the parties had been paid in the first instance in cash, and contractors had competed for the work?—I am not prepared to declare to the amount of the extravagance that has been committed, but I believe it has been very considerable.

6638. Still you would appear to recommend that the nominal cost of each railway should be made the groundwork for determining the price which the Government should pay for the railways?—Not for all the railways. I draw a wide distinction between dividend-paying railways where the current market price gives a fair criterion of the value, and that class of railways paying no dividends, where the quotations are in many cases nominal, where prospective value is merely speculative, and can only be dealt with by giving a certain per-centage on original cost.

6639. In some cases the Government would pay very extravagantly indeed, would it not?—I do not propose that in any case of these non-dividend paying railways; in fact, I propose that there should be a purchase at less than half the capital paid in, and in some cases not more than the quarter, according to the special circumstances of each company.

6640. Evidence has been given before this Commission showing that some lines of railway have cost more than double the fair cost, or the cost which would have been incurred if the directors had invited competition, and had been prepared to pay the contractors in cash?—I have no doubt that that has been the case to a large extent. I cannot say double, because I think every succeeding railway derives some increased advantage by the progress of science and increased familiarity with the prosecution of railways, and that they are made cheaper.

6641. (*Mr. McClean.*) Have not the railways been beneficial to Ireland?—I should be sorry to think they had not, but lower charges would confer larger benefits on Ireland.

6642. Each new railway?—I think, as a rule, that railways must produce beneficial results.

6643. (*Chairman.*) Have many of the railway companies in Ireland had recourse to what are called Lloyd's bonds?—I think so.

6644. How does the money that has been obtained upon Lloyd's bonds appear in the railway accounts; is it entered as shares paid up, or in what way do they appear in the half-yearly accounts and reports of the railway companies?—They are specially declared as Lloyd's bonds.

6645. Do you reckon them amongst the debentures?—Yes, I think so. Bonds and debentures.

6646. (*Mr. Glyn.*) Are they not rather described as money borrowed, and kept quite distinct from the debenture debt?—Certainly; the debenture debt is under an Act of Parliament.

6647. These new securities are issued and kept by themselves, but I think in the accounts they are called money borrowed on Lloyd's bonds?—I think so; they are principally given to the contractors.

6648. (*Mr. Horsfall.*) You have spoken of the purchase of the Irish railways by the Government. Are you prepared to suggest any other way by which relief could be given to the depressed state of the railway system in Ireland?—The Government could give relief, of course, by assisting in financing upon the higher credit of the Government, and there would be an advantage in that way.

6649. Have you considered the principle of the Government leasing the lines?—I have thought over the matter, and what has occurred to me is this—there are about 26,000,000*l.* of money invested in Irish railways, and I think that 19,000,000*l.* would place the Government in possession of the whole of the railway interests of the country, giving that as a rough calculation; and I believe that the money could be borrowed by the Government at 3½ per cent.; that would place the Government under an obligation in the way of interest upon money to the extent of 665,000*l.* per annum, and according to the Board of Trade returns of 1863 the net receipts were 770,000*l.*; that would leave the Government a profit of 105,000*l.* per annum.

6650. You are referring now to the purchase of the railways. I asked you, with special reference to leasing the railways, whether you had considered any plan by which the Government could lease the railways?—I am coming to that question now. My idea is that the railways should be leased out to a public company.

6651. Do you think it would be desirable to have one company or more?—I am of opinion that one company would be sufficient, because I do not think it would be too large an operation for one company, and might be deemed too small to command attention from two companies. There are companies in this country which have nearly as much mileage to look after as the whole Irish line.

6652. Which should you consider the more desirable principle to act upon, that the railways should be leased or purchased by the Government?—I look upon the leasing as a necessary consequence of the purchase, because I do not suppose for a moment that the Government would buy up the railways in Ireland and manage them. I mean that they should have perfect control in dictating such arrangements to a company from time to time as would be conducive to the public service and to the general interests and growth of trade in Ireland.

6653. (*Mr. Glyn.*) Your plan is not an advance of money by the Government for the reduction of the rate of interest upon the debentures, but it goes to the extent of buying up all the railways as well?—I stated, in reply to a question, that short of purchasing them up, of course some assistance could be given by the introduction of the credit of the Government, and so assisting in the way of finance.

6654. That would be by a reduction of the rate of interest upon the bonds?—Yes.

6655. Do you make any provision in your plan for the purchase of the railways by the Government out of the present receipts?—Certainly. There appears on the figures I submit to be a profit of 105,000*l.*, besides other advantages that would spring out of it, concentration of management for instance.

6656. After you had paid off the original capital?—Yes; the difference of Government credit would give that profit if they were purchased on the terms I have stated, and the receipts and working expenses still continued the same; but in addition there would be a large saving on the working expenses.

6657. (*Capt. Galton.*) How do you make up the 19,000,000*l.*; what does that amount consist of?—There are about 12,000,000*l.* of preference and debenture stock, I think, in Ireland.

6658. Have you taken it at par?—Yes; I think you must take it at par. Then there are about 12,000,000*l.* of original stock, which, I think, will about make up the money.

6659. Making together 24,000,000*l.*?—Yes.

6660. That would be the value?—That would be the value at par.

6661. Would the Government pay that amount for the stock?—No. I am of opinion that about 19,000,000*l.* would be sufficient to purchase the whole, that is 11,000,000*l.* for the debenture and preference stock, which would be par, and 8,000,000*l.* for the 15,000,000*l.* of original stock, which would I believe be ample.

6662. (*Mr. Horsfall.*) Do you believe that the shareholders and the companies would be prepared to accept that offer, if made to them by the Government?—I do. I consider it a liberal offer, and they would be willing to close with it.

6663. (*Chairman.*) Do you propose to give 50 per cent. to the non-dividend paying lines?—No, I would take that as a *maximum*.

6664. Would you be able in that case to purchase both those that paid dividends and those that did not pay dividends for 50 per cent. of the original value of the shares?—No; I take 11,000,000*l.* in the first instance, for the preference and debenture stock, which are yielding interest. I deal with them at par, and then I provide 8,000,000*l.* for the original share capital, which amounts to 15,000,000*l.* at par, and this sum would nearly average 50 per cent.

6665. A considerable part of the stock represented by that amount of 11,000,000*l.* is dividend paying?—Yes, it represents preference stock and debentures.

6666. Even if any one of the lines included in those 15,000,000*l.* is paying no interest, you would propose to give at least 50 per cent., and therefore if none of them paid a dividend you would propose to give 8,000,000*l.* for the purchase of them?—Not exactly so. I have already stated that to some lines I would only give 25 per cent. on their cost. I propose to give to the holders of the original stock to the amount of 15,000,000*l.* at par. I would propose, as a general average, to deal with them by giving them 8,000,000*l.*, or about 50 per cent.

6667. On the average?—Yes, on the average.

6668. (*Sir R. Hill.*) If you paid some more than the average you must pay others less?—Yes, as the particular merits of each case required.

6669. (*Chairman.*) You must buy a considerable portion of the 15,000,000*l.* representing the ordinary shares for less than 50 per cent.?—Yes, but the average would be about 10*s.* in the pound.

6670. In some cases you would hope to purchase them for much less; but I think that upon the average you would pay 1½ per cent.?—Yes; thereabouts.

6671. I understood you to say that 11,000,000*l.* represented the preference and debenture stock, and the 15,000,000*l.* represented the original shares, of which a considerable part was dividend paying?—Yes; the 11,000,000*l.* are for preference and debenture stock, which I consider to be dividend paying.

6672. Does that include any ordinary stock?—None. Then there remains 15,000,000*l.*, representing the original stock, and paying dividend in part.

6673. Where is the ordinary stock that does pay a dividend?—The ordinary stock that pays a dividend is included in the 15,000,000*l.*

6674. (*Lord Stanley.*) Taking the 15,000,000*l.* of which you speak, as paying partly no dividend at all, by what process can you show that it is worth 50 per cent. Would not 20 per cent be nearer its market value than 50 per cent.?—I thought that it would not be quite equitable to take as a standard of value the market quotation of the shares at the time when, the railway interests of Ireland were more depressed

than they had been before. I think that that would be looked upon as a harsh measure, and that is why I started upon 50 per cent. average for purchase of all the lines.

6675. (*Mr. Glyn.*) How do you proceed in your calculations as to the actual capital of the railways, for instance, do you include the Great Southern and Western, which represents 5,500,000*l.*, their shares being at par?—They are at 86*l.*

6676. Do you include the Great Southern and Western?—Yes, in the first 11,000,000*l.* which I propose to give par for I include debentures and preference stock only.

6677. As if it was entirely preference stock?—I include debentures, and and preference stock in the first 11,000,000*l.*

6678. Do you also include the common stock of the Great Southern and Western?—No, that is included in the 15,000,000*l.*

6679. They have preference stock?—Yes.

6680. Then it is not preference stock, but it is ordinary capital?—Yes.

6681. You have included that in the first 11,000,000*l.*?—Yes.

6682. (*Chairman.*) Is the preference stock generally redeemable?—It is usually perpetual; the largest preference stock in Ireland belongs to the Great Southern and Western, and that is 4 per cent perpetual, amounting to 1,329,000*l.*

6683. What is that selling at now?—94*l.*

6684. (*Capt. Galton.*) You do not think that 10 per cent. offered upon the price as quoted would be a sufficient inducement to the different railway companies to sell their lines?—I do not think you would work out the problem upon that. In the case of the Limerick and Waterford shares, which stand at 16*l.*, you would add 32*s.* to that, and that would make 17*l.* 12*s.*, but I am sure you could not work out the proposition upon that basis of calculation.

6685. You stated that you thought it would be an unfair interference with the rights of property to purchase the Irish railways compulsorily?—Yes, I think so. I think it would require the free action of the owners of the property.

6686. You do not think that the purchase of shares bears any analogy to the purchase of a house which is bought compulsorily in order to make a railway?—Looking at it in that point of view, you could no doubt have an Act of Parliament passed, if the public interests required it, to make it compulsory. I would be in favour of it.

6687. (*Sir R. Hill.*) I understand you to say that it is the wish of the railway proprietors that the Government should purchase the railways?—Quite so. I think that every desire exists.

6688. I presume, in order to give effect to that wish, that the owners of the railways would be willing to sell the railways upon terms somewhat about their real value; have they a right to expect anything more?—It is just upon that question of the real value that difficulty might arise. I think Government should treat the question in a spirit of liberality.

6689. (*Lord Stanley.*) You contend that the present value is not the real value but a value which is exceptionally and temporarily low?—I think that it would not be a liberal thing to actually take that as the fair price to offer.

6690. (*Sir R. Hill.*) And yet in a particular instance you give as the market value of the shares 16*l.*, which shares produce a dividend of 5*s.* each per annum. Should you say that the 16*l.* in that particular case was below the real value of the share?—I think that, looking at the price of the share, and the dividend it pays, it perhaps seems an excessive price, but then there are contingent advantages, and speculative features entitled to consideration.

6691. The shareholders in the railways in Ireland have no privileges in travelling, have they?—None whatever, and very little in any way.

6692. The only advantage which they obtain, or

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- E. Fox, Esq.* which they expect to obtain, is the dividend?—Quite so.
- 27 June 1865. 6693. And yet a share to which a dividend of 5s. per annum is attached is selling for 16l.?—Yes, that is so.
6694. Do you think that shareholders would consent to an arrangement of this kind. Suppose care to be taken to ascertain what had been the average for a certain time of the dividends paid to the ordinary shareholders; the interest paid to the preference shareholders, and the interest paid to the debenture holders; and then that the Government said to the companies generally, we will relieve you from all these obligations, we will take your place, and pay to each of the three parties of stockholders in future an income somewhat in excess of that which they have hitherto received. Would that, in your opinion be an acceptable offer?—I think that the shareholders in the railways would be exceedingly glad to part with their right to an uncertain and fluctuating dividend for a fixed Government rate of interest, even lower than what they might have been receiving.
6695. Then as the data upon which to determine these average dividends must, I presume, be accessible, and it would be easier to determine the average payments in past years than to determine the market value of the shares?—There would be no difficulty in ascertaining the payment in past years at all; there are statistical records which are available. The difficult question is the railways which pay no dividend, and receive little recognition in the market in latter years as public securities.
6696. They would not be satisfied, I presume, with an engagement which gave them no dividend?—You could not apply the question of dividend there, for there is none to form a basis upon.
6697. Putting those aside, to be dealt with by some exceptional means, what do you think of that mode of determining the price to be paid by the Government if they should become the purchasers of the Irish railways, viz., that they should continue to pay to the several classes of shareholders an income about equal to that which they had previously received?—The dividends hitherto paid would form the groundwork of an arrangement between Government and proprietors of this class of railway property. Lines not paying dividend should be matters of arrangement.
6698. Would they not be satisfied with some very small annual payment?—I think they would and that proposals from the Government would be met in spirit of liberality.
6699. (*Lord Stanley.*) Do you think they would consent to take an average of what they have received for the last five or ten years upon that capital, and then if the purchase were compulsory, to add from 5 to 10 per cent. upon that value?—Yes.
6700. I asked you whether you thought they would consent to take as a basis for the valuation of their property the average receipts upon it during the last five or ten years?—The prostration of Ireland in latter years admitted of no dividend on 12 railways. So that the capital invested in them should be taken as forming a guide to purchase.
6701. Does it not in short come to this, that here are persons holding property which is utterly worthless, and who want to sell it to the Government upon terms better than they can get from any one else. Does not your proposition come to that?—I do not exactly go that length, because if the Government turn the railways to such valuable use for the country that would so work up its large resources as to amply make up for any possible pecuniary loss.
6702. (*Chairman.*) In what class do you include the lines that are paying small dividends; the Waterford and Limerick, for instance, are paying half per cent., do you include that in the first 11,000,000l. or in the 15,000,000l.?—I include that in the 15,000,000l. of original stock.
6703. (*Sir R. Hill.*) Have not the dividends been gradually diminishing for several years past?—Yes, tending downwards.
6704. If you took the receipts for an average term of years, and the Government engaged to pay an amount equivalent to that hereafter, they would be paying to the shareholders a much larger dividend than they are now receiving, would they not?—Yes. The Great Southern and Western line paid 6 per cent. for a certain period of time; they have gone down 25 per cent. in their dividends, and they are only now paying $4\frac{1}{2}$ per cent. The Midland Great Western of Ireland paid 5 per cent., and they have gone down I think to 4 per cent., and other lines reduced in dividends.
6705. But those are not the only railways that pay dividends, are they?—No; the Belfast Junction is also paying a dividend, as also the Dublin, Wicklow, and Enniscorthy, Belfast and Northern Counties, Ulster, Dublin and Drogheda, Dublin and Kingstown, and Cork and Passage.
6706. Is it not the case, generally speaking, that the dividends have been decreasing year by year?—Yes, latterly.
6707. If so, does it not follow that if the Government engaged to pay a sum equal to the average receipts for any term of past years, they would be paying a larger dividend than that which the shareholders now receive?—I think so.
6708. Would not that of itself be a sufficient, and perhaps, more than a sufficient bonus?—I think it would be an equitable thing on the dividend paying lines.
6709. (*Chairman.*) If the Irish railways were purchased by the Government and leased out, do you think that the Company that leased them should be put under any restrictions as to the fares and charges for passengers and goods?—I think there should be very stringent conditions laid down with a view to a full measure of public benefit.
6710. Will you state what restrictions you think would be desirable?—I think, in the first place, that the railways should be placed under the control of the Government, that they should be worked with greater regard to the public requirements, and with reference to postal arrangements, than they are at present. I also think that there should be a fixed rate both for merchandise and for passengers, as between the Government and the company.
6711. At the present time all companies are authorized to charge certain maximum fares; would you reduce those?—Certainly; I should reduce them most considerably. I should propose to make a reduction of 50 per cent.
6712. Upon charges of all kinds?—Yes.
6713. What do you think would be the effect of that reduction?—I think that the question assumes very much this form; whether arbitrary charges should be made for carrying a few, or a considerable reduction, say 50 per cent., should be made upon the present charges for carrying the masses. I think that that would work out a better financial result.
6714. (*Sir R. Hill.*) You think that there would be a greater traffic from carrying at half fares than at whole fares?—I think there would; that the country would be immensely benefited, and I also think that the Government would be amply guaranteed as to any possible risk arising from diminished traffic, looking at the figures which I bring out in the finances, and which I have given you.
6715. Is there anything to prevent the present directors adopting such an arrangement if it would be more profitable to them?—There is nothing to prevent them; but the directors of the railway companies will not enter upon such sweeping reforms unless they are aided by the Government.
6716. (*Capt. Galton.*) Would not the receipts in the first place be diminished by 50 per cent. by such an arrangement?—Certainly not, because traffic would largely increase.
6717. And do you think that the company would be able to recoup themselves again?—I think they

would ultimately, and that great public benefits would result from such a change in the railway system.

6718. How long do you think it would take?—That is a difficult question to answer; but I should think that three to five years would produce a very marked improvement in the country.

6719. (*Sir R. Hill.*) Are you confining your attention to the profits upon the railway, or do you include the advantages which would indirectly result?—I am including the advantages which, I think, would indirectly grow out of it, and the large benefit certain to accrue to Ireland.

6720. Which portion of the inhabitants of Ireland do you think would be indirectly benefited?—I think that such a change would give an impetus to trade and to manufactures, which the country badly wants, and that every interest in the country would feel its beneficial results.

6721. In your opinion all parties would be benefited?—Yes, the people and the Government too.

6722. An advantage would be derived in addition to that which is obtained from carrying passengers and forwarding goods at half the rate which is usually charged?—Yes, I think so. New life and vigour would be given to the whole face of the country.

6723. Would there be anything unreasonable in calling upon the Irish public to guarantee the Government against any loss, should that loss unexpectedly arise?—I do not think there would. I think it would be a fair thing to ask the Irish public for an indemnity by some indirect taxation in the event of the experiment not working out as beneficially as might be expected; for instance a penny income tax would guarantee 100,000*l.* a year.

6724. (*Chairman.*) For what time do you think a company ought to lease the lines, supposing a plan of the kind which has been suggested was carried into effect?—That would, of course, be a matter for negotiation between the Government and the company. I should say that probably a term of 21 years would be required by the company. If a shorter term could be agreed on I would prefer it.

6725. (*Sir R. Hill.*) But that is a matter which would be left to the Government?—It should be

matter of negotiation between the Government and the company. I do not think that in any one year during the lease the Government should surrender its right of supervision in seeing that the public requirements were fully attended to.

6726. (*Chairman.*) Do you think that any good could be done, without resorting to a scheme so extensive as that proposed, by the amalgamation of any of the small companies with larger ones?—I think not. No important benefit would grow out of that.

6727. Are there any other points upon which you can furnish the Commission with any information?—I am not at this moment aware of any.

6728. (*Sir R. Hill.*) You appear to be of opinion that in the event of the Irish public having to make good any loss, it might be done by increasing the income tax?—I think that that would be a fair way to meet it. I think that, in consideration of the Government making so large an experiment, it would be but a fair thing to ask for an indemnity, by making an addition to the income tax, from the country. The Government, on the one hand, undertaking a great responsibility, I think the country that is to be benefited on the other should take upon itself a responsibility also; but I strongly incline to the opinion that the risk is imaginary, that no loss would arise, that large public benefits are certain to follow.

6729. Do you not anticipate that there would be a loss for the first few years?—No; I would expect immediate advantages.

6730. Do you think that the traffic would *more* than double itself, for of course there would be some increase of expense?—Yes, I think so; but there would be a large indemnity fund to start with. You would have an indemnity fund of 105,000*l.* per annum to start with. There is also another element of profit which I have not before touched upon, namely, that in carrying out such an arrangement you will dissolve from 30 to 40 boards of directors in Ireland, and in that way a large expenditure will be got rid of.

6731. There would be that saving of expenditure which generally results from the amalgamation of lines?—Yes, from a concentration of management.

The witness withdrew.

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6732. (*Chairman.*) You are a solicitor in Dublin?—I am.

6733. And in Galway also?—Yes; my property is there but I practise in Dublin.

6734. You are a landowner in Galway?—Yes, a large one.

6735. Have you considered the question of the system of management adopted on the Irish railways?—Yes, I have. I am solicitor to two of them myself, and I have had a good deal of experience in forwarding cattle and matters of that kind in connexion with the railways. I am a very warm advocate for Government taking all the railways and working them by a board of commissioners, and thus amalgamating them. I find that there are 56 lines of railways authorized by Act of Parliament in Ireland, most of them working; their average length is about 48 miles, for although the Great Southern and Western is 387 miles long, and the Midland Great Western 242 miles long, yet very many of the others do not exceed 10 miles. Most of these 56 lines have a separate board of directors, separate solicitors, engineers and secretaries; thus there are 430 directors, 56 solicitors, 56 secretaries, and upwards of 70 engineers, who absorb a large portion of the receipts of the lines. Each line has a separate directory, and, as I have stated, separate solicitors and separate secretaries. It strikes me most forcibly that a board sitting in Dublin, consisting of three intelligent business-like men, selected of course for their ability and their capacity, would be able to do the entire business which the 430 directors do, and do it very much better than such a large number of gentlemen who

only go occasionally to attend their boards. I am satisfied that if those 56 lines were under one management, a vast saving of expense would be the result, and harmonic action would ensure a thorough through connexion when established, which is much required, and the traffic would be fairly developed. Then there is the expense of 56 staffs. In some instances the same solicitor will act for two railway companies, as for instance, I am solicitor for two lines, and perhaps if I said 50 solicitors for 56 lines of railway I should be nearer the mark.

6736. (*Capt. Galton.*) But the solicitor who acts for two railways I presume gets double profits?—He does, no doubt, and therefore it strikes me that one or two solicitors, paid liberally, who should give their whole time to the work, under a commission similar to one that I would suggest, and which I hope eventually to see, would do all the work of the 56, and do it better, as they would have their whole minds devoted to it. As I have before said, there are 56 secretaries, and upwards of a 70 engineers. Some of them have but one, but some have three. There is the engineer in chief and the managing engineer, and of course, if the Government worked them under a commission, they would require a staff of engineers, but only as many as were essential to keeping up the lines. I cannot give you the amounts received by directors, engineers, and secretaries, but they could easily be ascertained, and I think the Commission would find that an enormously large sum of money is disposed of; of course it is taken out of the receipts of the railways before the proprietors come to be paid any dividend. It follows, as a matter

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of course, that these people must all be paid, and I believe you will find that a very large amount of the receipts go in that way, and that is one reason for saying that I am satisfied, if the 56 railways were under the management of one board, a vast saving of expense would be the result, and harmonious action would ensue. The railway companies do not pull very agreeably together; for instance, between Galway in the west and Belfast there are three distinct lines of railways, and last season I grew a large quantity of flax, and got my tenants to grow a good deal, and I found it almost impossible to get it forwarded direct to Belfast. I could find no market for it in Galway, and I applied to the Midland Company to know what rate they would charge me per ton to Belfast, and although the lines are united, as far as having junctions with each other, from some misunderstanding the Midland Company could only book the flax as far as Cavan, where their line stopped, and to Cavan I had to send my steward to get it booked from Clones on to Belfast. There are two or three lines between Cavan and Belfast, and I am told it often happens that the train leaves Cavan for Clones on the Belfast line a few minutes before the arrival of the Midland train, and the passengers have to stop at Cavan for the night, and this arises from the want of unity of action between the companies.

6737. (*Lord Stanley.*) Does that arise from any proceedings on the part of persons locally interested in the town?—It is a misunderstanding between the two companies; they do not afford accommodation to each other. The lines are, however, united, and they might, if they pleased, very easily work in unison. The result of this state of things is that the Galway people actually go to Dublin, and then out of their way to Belfast from Dublin, a distance of upwards of 50 miles, although they have a direct communication. There is a want of thorough through traffic arrangements between the companies. Between Belfast and Dublin there is a very large traffic indeed, and yet there are three companies separate and distinct upon that part of the line. All this would be avoided if the whole of the lines were worked under one management. Then with regard to agricultural produce: I am a farmer, and I can speak to that. I believe that if proper arrangements were made between the companies, so as to reduce the price charged for the carriage of farm produce, it would greatly benefit the railway interests, and no doubt increase the traffic upon the railways, I would say, at the very least, treble it. I farm about 1,500 acres of my own land in Galway, and I am unable to send any of its produce to the Dublin markets owing to the high rates. Potatoes are, I am told, sent to the London market from Cornwall, owing to the arrangements which the railway companies make to bring them at moderate charges. From Galway I could send a very large amount, say, from 3,000 to 4,000 tons of farm produce in a year, if we had moderate rates, but the rates are exclusive. I grow potatoes on a very large scale, turnips, mangolds, and carrots. I grow these as a matter of necessity in preparing the land for laying down, but I cannot send one of them to Dublin market, and therefore I turn them into meat. I buy cattle and turn them in and let them eat them. I sell the potatoes, if I can, in the country, and I give the turnips to the stall-fed cattle; but if there was a moderate rate only charged I could send the whole to Dublin. I think I could send 3,000 tons a year to Dublin, and the farmers in the west of Ireland would soon follow the example. We could take manure back by the return trucks.

6738. (*Mr. Glyn.*) What reduction in the rates charged would answer your purpose?—One half from their present rates would, or even less than half, would just open the market for us. I use a good deal of hay in Dublin, where I live, and I have a small portion of land. I have endeavoured to get the hay up from Galway, but the rates are too high, although I purchased machinery for the purpose of

compressing it into a small compass; but the rates were so high that I had to give it up, and the pressing machinery is unused.

6739. (*Chairman.*) You would not expect, however low the charges were, to send turnips and mangolds wholesale to Dublin?—Indeed, I would.

6740. What necessity would there be to send large quantities of turnips and mangolds to Dublin?—We could dispose of very large quantities in Dublin to cow-feeders and that class of persons; if we could get them from where they grow they would buy them. They pay as high as 1*l.* a ton in Dublin for turnips, and I am very well satisfied if my steward realizes by stallfeeding, 6*s.* 8*d.* per ton. If the rates were moderate, say, 5*s.*, or even 6*s.* a ton, I could send them to Dublin and dispose of them. I would propose, in connexion with that, to take manure back by the return trucks from Dublin; that is selling at from 3*s.* a ton to 3*s.* 6*d.* there; the cow-keepers dispose of it, but we cannot get a particle of it west of the Shannon. The waggons bringing up farm-produce could bring back manures, and a large revenue would thereby be created. The railway companies fix a rate at 14*s.* 6*d.* a ton to my station, but they make no difference between manure worth 3*s.* 6*d.* a ton in Dublin, and guano which is worth 12*l.* a ton; their charges are equal for the one and for the other. I have pressed this upon the railway traffic managers, and I have said “you bring your trucks up full;” but instead of bringing them back “empty, do bring them down filled with manure, and charge a low and moderate rate.” I would give them 5*s.* or 6*s.* a ton. But this is not done. Then, with regard to fairs, we have in the west of Ireland, as no doubt the members of this Commission have all heard, the fair of Ballinasloe, which is probably the largest fair in Europe. At the last fair held at Ballinasloe I do not suppose that one-twentieth part of the cattle was brought to the fair by railways, because the rates charged are so high; and there is another difficulty in the way. The rolling stock, particularly the cattle waggons, is insufficient for large fairs, and the result is that they sent their trucks empty to Ballinasloe fair to be in readiness to carry away the cattle when purchased by the Leinster men, and very many of the buyers do not send their cattle by rail, owing to the high rates charged. Whereas if they had a moderate tariff they could carry the cattle to Ballinasloe fair, and carry them away when sold. I believe that the true reason why railway companies will not reduce the rates is that if they did they would be obliged to find fresh rolling stock, and this, in my opinion, is another reason why the railways should be placed under one management, because the surplus rolling stock of one company could be used for other lines; for instance, at the fair of Ballinasloe the rolling stock of the Great Southern and Western Railway could be all used there and at the Limerick fair, and the Munster fair, which is a very large one, on the Great Southern and Western line, the rolling stock of the Midland Company could be used. At present at Ballinasloe fair we want rolling stock, and there are hundreds of trucks lying idle in the neighbouring county, because the lines belong to different companies. If they were all worked under one management great convenience would result, and a great saving would be effected.

6741. (*Capt. Galton.*) Might not one railway company borrow rolling stock from another?—I am sorry to say that they do not do so; there is not that feeling existing between them that there ought to be and they do not borrow from each other. The Great Southern and Western line is connected at Athlone with the Midland, and they could if they pleased supply to Ballinasloe a superabundance of trucks, and if they did that, and carried the cattle a shade cheaper, all the cattle bought and sold at Ballinasloe would be brought to and taken from Ballinasloe by railway.

6742. Do you send your cattle by railway to that fair?—No; I am 25 miles from it, and they will not carry the cattle without charging what I consider an enormous rate.

6743. What rate would induce you to send your cattle to Ballinasloe fair?—About half the rate which they at present charge. If they reduced it one-half they would have all the cattle of the country to carry, but they will not do it; they send their trucks up empty sooner than take their cattle to the fair at a reasonable rate.

6744. (*Mr. Glyn.*) Are yours lean cattle?—Yes; they seldom send fat cattle to Ballinasloe.

6745. (*Capt. Galton.*) Lean cattle are sent to Ballinasloe fair, and they are then taken elsewhere to be fattened?—Yes, they are taken to Leinster and to England.

6746. Would you not always prefer to drive lean cattle a distance of 25 miles?—No, and for many reasons; for instance, at fair times it is difficult to get standing room for them; it is not easy to get a place for them, and then it takes up two or three days, and a number of drovers are required; whereas we could send them the evening before by railway if the rate charged was a moderate one.

6747. (*Mr. Horsfall.*) You have spoken of there being 430 directors in Ireland, are all those directors paid?—Yes, they are all paid; each company allows a certain amount of money yearly to their directors, and they divide it amongst themselves according to a scale that they have amongst themselves, and whoever attends most frequently, gets the larger proportion of the per-centage. Each of the two small railway companies that I am concerned for allow 300*l.* a year among six directors.

6748. And the larger railway companies I suppose in proportion?—Yes, the larger railway companies allow 2,000*l.* or 3,000*l.* a year.

6749. (*Sir R. Hill.*) Do the directors take their shares of the allowance when the company pays no dividend?—I believe they do; I rather think they do if there be funds.

6750. (*Chairman.*) Among how many directors do you divide the 300*l.* a year which you have mentioned?—We have six directors on each board.

6751. Each board is allowed by the company 300*l.* a year?—Yes, but that is very moderate; it is unusually low, the lines are short ones, and not very good paying ones.

6752. (*Lord Stanley.*) Fully admitting and entirely agreeing in the objections that exist to these railway companies, what is the objection in the way of their doing what many small companies that formerly existed in England have done, viz., amalgamating with others?—It has been tried over and over again, and has proved entirely unsuccessful. I cannot tell you the reason why, but I think one cause arises from the fact that if two companies meet together, having 12 directors, and they are amalgamated, they will have but six; and six of them should retire, but recollect that the six who are to retire, have to give their vote whether they will amalgamate or not, I do not say that that is the cause, but I think it is an element in the matter that would suggest a cause.

6753. There is a corrupt interest operating against it, or there is an amount of patronage that would be destroyed by it?—I do not say corrupt, but if we are to do it voluntarily, there is no doubt that self interest will sometimes operate upon men's minds.

6754. Do you look upon it as a thing entirely hopeless if it is to be done voluntarily?—There is not the slightest chance, in my opinion, of getting the companies all to unite. Between Dublin and Belfast, for instance, the most serious inconvenience arises from their not amalgamating; great efforts have been made to bring it about by proprietors outside the directory; they have been for years trying to get it done, and they have not done it yet. I remember travelling on that line some years ago at night time, and we were suddenly left in darkness, and upon making inquiries as to the reason, it was said, "we are coming upon the territories of a new company; the companies cannot agree about the lamps, although they do about the carriages." The train

was kept waiting whilst the lamps were taken out by one to be supplied by new lamps by the other.

6755. (*Sir R. Hill.*) Would not those same interests be opposed to any proposition for selling the railways to the Government?—No; that is a matter more in the hands of the proprietors; and although the directors would, no doubt, some of them, have an interest in not having the lines disposed of, the proprietors would prevent the possibility of such an intention being carried out.

6756. (*Lord Stanley.*) With regard to the large number of companies that exist in Ireland whose preference stock is yielding no return, and whose ordinary stock yields none; do you think that the proprietors of that ordinary stock would be willing to sell it at prices which fairly represent its depreciative value?—I have no doubt they would be delighted to do so; some of the original proprietors would be delighted to sell it under its value, and I think that it could be done by the Government without costing them a single farthing; for instance, if they created a railway stock and gave, say, 3½ per cent. instead of 3 per cent., I think the entire of it would be taken up by the present proprietors. I believe that they would take payment for their shares in railway stock that would carry 3½ per cent., and that the whole operation could be worked out without disarranging the finances at all, or asking the Chancellor of the Exchequer to increase his budget.

6757. If I understand you rightly, you intend that the new railway stock should be given in exchange for the existing stock. But take the case of the stock of a company which is yielding no return, and which is therefore worth perhaps only 5*l.*, or at the most 10*l.*, for every 100*l.* of original stock, do you think that the proprietors would be willing to sell it at its present market value, which would be 5*l.* or 10*l.* for every 100*l.*?—I am a proprietor in one small railway which passes near my property. I took a few thousand pounds worth of stock in it, and I have no doubt that with the view of getting 3½ per cent. for their money the proprietors would sell their entire shares at one half the price of their 10*l.* shares, that is, that they would be satisfied to take 5*l.* a share and take the railway stock, as I call it, that is a Government security paying them 3½ per cent. for their money; it would be marketable to them. I do not say that the Government should give them what their shares cost them, but what they are now valued at, or I think a shade beyond their market value. People holding stock of that kind still hope against hope that things will mend.

6758. Supposing that there is nothing compulsory in the process of purchasing, but leaving it to be a matter of bargain between the Government and the individuals, would not the effect of the transaction be very much to run up the value of that stock as against the Government, as the shareholders would hold on, knowing that sooner or later the Government must purchase it from them on whatever terms they might ask?—It would never do if it required the assent of all the shareholders. I think it might be necessary to pass a short Act to say that a majority of the shareholders convened at a public meeting under the provisions of the Companies' Clauses Act, the meeting being called in a regular way, giving every shareholder notice of the object of the meeting, the majority should bind the minority. I think that that would be a fair provision, and one that would be acceptable.

6759. You would deal with the proprietors as a single body in each case?—Yes.

6760. Do you think that the proprietors as a single body should negotiate with the Government as to the price they should obtain?—I would send the proprietors notice that they should receive a proposition from the Government upon a meeting being called for the purpose; unless that proposition was accepted nearly unanimously, then a meeting could be called under this Act, and if a resolution was passed adopting the proposition by a majority of the

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shareholders present, then the minority would be bound by that resolution.

6761. Supposing that the majority were agreed as to the selling, who, then, should fix the price?—The proposition would come from the Government before the meeting was called. The Government, having looked into what the shareholders had been receiving or likely to receive, might then say, "We will give you 5l. a share for your shares; call a meeting under the Act, and if this offer is assented to it shall be carried out; if not, the Government will not interfere in the matter at all."

6762. Do you think that under that system there would be a good deal of jealousy between different companies, one company thinking that another company had got a higher value for their shares than they had?—The dividends payable for, say a period of the last five years (taking the last five years as the average), would be the criterion by which the Government would be guided; but I expect that Government would, if they adopted such a course, be rather liberal, for instance, I would give 25 years' purchase instead of 20. The 20 years' purchase gives them 5 per cent., but I would give them 25 years' purchase upon the abated amount. I think you would not find any difficulty in coming to a reasonable understanding, for the proprietors are not satisfied with the management of railway property at all.

6763. Suppose of these 40 working companies 35 have assented, but there are five who have not come in, and those five are scattered up and down throughout the country, will not those who stand out to the last find that their opposition gives them a great advantage in dealing with the Government, because the Government having bought so many must make a purchase of the whole?—They may think so, but it would not follow by any means that the Government would be bound to do any such thing. The lines only that they purchased would come in under their management; they are by no means bound to purchase the whole. The other lines would soon find that their dividend would go very low, in fact, their refusal of the Government proposition would very much reduce the value of their shares in the market. Perhaps half-a-dozen of the small companies would be foolish enough in the first instance to do it, but if the Government were firm and steady in their proposition the result would be that all would come in to it, provided it were liberal and reasonably fair.

6764. You think they would not argue in this way: Government began with the option of purchasing, but they will have to end with compulsory purchase?—I do not think they would. A good deal would depend on the nature of the proposition that was made. I say that it should be taken on a liberal scale, and I think that the receipts of the railways under one united management would create a fund more than sufficient to pay the $3\frac{1}{2}$ per cent. that I have proposed to pay on railway stock. Having regard to the enormous saving which would be effected in getting rid of this vast number of directors and professionals, I think the Chancellor of the Exchequer would have a surplus, and a very large and considerable one, at the end of the year, even out of the present receipts, but I should expect under the new management the receipts would be doubled.

6765. You would save something in the first place by the lower rate of interest which you would have to pay for money?—Certainly.

6766. And you would save something for dispensing with the service of those 390 gentlemen who are receiving salaries and not doing much work?—Yes; but the directors' salaries are very little compared with the official and *attachés* to each company.

6767. (*Mr. Glyn.*) How would you propose to deal with a company, say, for instance, between Dublin and Belfast, who refused to come into the Government proposal, and threw impediments in the way of the traffic?—I have not considered that, but it would be a serious difficulty, and one which would require

to be carefully considered. A compulsory clause could be put into the Act of Parliament, but it is not wise to legislate compulsorily against parties. There would be a difficulty there, I admit.

6768. Would not that give that company a great advantage in its objection if it stood out?—I think it would. I think there would be a serious difficulty in that case. You are aware that there is an Act of Parliament that compels every railway company to forward the traffic brought to them by another company. The Government would not be so totally dependent upon the company owning the centre line, and could be done very little injury to. Mr. Cardwell's Act compels them to forward the traffic.

6769. They are obliged to forward the traffic, but they may charge the extreme rates for it?—They have the power of charging the rates appointed by their special Act. No doubt they might refuse to come into the arrangement for reducing their rates.

6770. Would it not in point of fact require special legislation to meet this difficulty?—It would. If the Government announced that they would pass this Act of Parliament, and allow the railways to call their meetings, and if they were unanimous or nearly so in accepting the proposal of the Government that they would carry it out, but if they were not unanimous or nearly so, that they would decline, I think that might be done.

6771. (*Sir R. Hill.*) You propose to leave the acceptance or rejection of the Government proposal as regards each company to the votes of the proprietors?—Yes.

6772. But are there not three classes of proprietors, that is to say, three different interests connected with each company; namely, the ordinary shareholders, the preference shareholders, and the debenture holders?—As regard the debenture holders they are a class which could not well be asked or required to agree to the proposal, because they have a special lien upon the line, and they would have to be recouped in a very different mode, namely, out of the specific money of the shareholders generally.

6773. Does that include ordinary and preference shareholders?—The preference shareholders would require to be paid on a larger scale, and of course that would have to be at the expense of the ordinary shareholders.

6774. But would you bring them together to vote or allow them to vote separately?—I have not considered that sufficiently to venture to express an opinion. That is a suggestion that would require some little consideration.

6775. (*Mr. Glyn.*) Is not the power of voting now in the ordinary shareholders?—I am speaking now of the ordinary shareholders. That is my impression, because the preference shareholders have the priority over them.

6776. The preference shareholders have no power of voting at all?—No.

6777. (*Sir R. Hill.*) If a proposition were made to sell the line, I presume the consent of the preference shareholders must be obtained?—I think the consent of the preference shareholders and the bondholders should be obtained, and that they should have special payment; but that special payment would come out of the pockets of the ordinary shareholders.

6778. You do not propose to hand over their interests to the ordinary shareholders?—That would be most unjust; that could not be done.

6779. (*Mr. Glyn.*) But would not the power of accepting the offer of Government be entirely with the ordinary shareholders, because they are the voting power in every company; the preference shareholders have no voting power?—If they vote and say "we will sell to the Government," there should be some arrangement as to what proportion of the purchase money the debenture holders should receive. The residue only would be divisible among the ordinary shareholders.

6780. I am merely now referring to the question of the power of accepting the offer of Government or

not, that is with the ordinary shareholders and not the preference shareholders; the division of the money is a different thing?—The Act should provide for that, because there are some companies whose funds are insufficient to pay the preference shareholders.

6781. (*Sir R. Hill.*) That is the difficulty I have in view. If the Government were willing to pay the preference shareholders as well as the bondholders in full, then the decision might, I presume, be safely left with the ordinary shareholders; but seeing that there are some companies who are unable to pay the interest of their preference shareholders, Government would probably refuse to enter into engagements to pay the preference shareholders in full; and if so, then the consent of the preference shareholders would be required, would it not?—Certainly. If you ask the preference shareholder to take less than 20s. for his pound, you must have his consent, assuming there is no compulsory legislation. I think very few companies are not able to pay their preference shareholders. That is a matter that I have not given full consideration to; but that is a question, and a very important one, which Government will have to look at in all its bearings.

6782. (*Lord Stanley.*) Have you at all considered, assuming the system to be complete, and the whole of Ireland to be in the hands of one company, what be the position of the projectors of any new lines seeking for extensions?—At present it is next to impossible to get a new line successfully floated, because the old lines having monopolised the larger portion of the traffic, there is no encouragement to project new ones. There would be some little difficulty as to new companies.

6783. I am putting the difficulty in this way, supposing that you have got all the Irish railways into the hands of a single company, it would, of course, not be desirable to allow their work to be undone again. It would therefore follow that any new lines which were made would require to be made by that company, or after being made to be connected with them?—Of course no line of railway can be made without the sanction of Parliament. The Board of Trade are always consulted, and the plans of new railways submitted to them; and if they think a proposed line of railway an injudicious one, that line would not pass. But if a new company started and proposed to make a new line of railway from one point to another, and Parliament assented to that, I see no reason why that company should not be permitted to go on, if they please, as a separate and distinct company; and when their dividends amounted to 3 or 4 per cent., they should be at liberty to apply to Government to buy them up, the Government not being bound to do so if they did not think proper. I think some little provision of that kind might be introduced, but no doubt it would be a little complex.

6784. With regard to those lines which are at present in a bad way, but which hold out hopes for the future, do you think that the market value of the ordinary stock should be taken as the basis of valuation for the purpose of purchase by the State?—I said I thought not. The ordinary market value of anything at present in Ireland is, say, 5 per cent.; that would be 20 years' purchase. I premised by saying, that I thought that seeing that this is a compulsory purchase, and that there is no chance of its ever increasing in value to the shareholders, that the Government might go so far as to make it as high as 25 years' purchase.

6785. If I understood you rightly, you said it was not intended to be compulsory purchase?—It must necessarily be compulsory upon the minority. It would not be compulsory, no doubt, in one sense, but in another it would: for instance, if a dozen men meet and nine out of that dozen say "we ought to accept the Government proposal," the minority of three are bound, it is in some respects compulsory upon them, and it is in that sense I use the expression.

6786. (*Capt. Galton.*) In the case of the lines which pay no dividend at all, how would you fix the value?—We would throw ourselves on the mercy of the Government and ask them to consider what its real value should be. It would be the easier to purchase; and I would say to the Government that they ought to give us something for that line, because, although it has not paid the particular company, I have no doubt it would pay as soon as the Government took it into its own hands.

6787. A line like the Cork and Bandon, for instance?—I have no doubt that if the Cork and Bandon was united with all the other railways in the south of Ireland, and worked without the expenses of management, it would pay.

6788. (*Mr. Glyn.*) You would allow something for prospective value, in fact?—I would. I am sure when the Government came to look at it they would act fairly and liberally with the shareholders. I have no doubt shareholders so circumstanced would be delighted to get anything that was offered them.

6789. (*Chairman.*) Have you formed any opinion as to the terms upon which shareholders would be willing to dispose of their shares?—A great deal would depend upon the prospective value of a line of that kind. If they have tried it fairly and it has no prospective value, and in fact that it is barely able to pay its own working expenses, I should say then that the shareholders would be delighted to get one-fourth of their original purchase-money. I have very little doubt it would then make a return to the Government.

6790. (*Sir R. Hill.*) Would not that be a very high price for a line which had gained no dividend?—It would have gained a Government dividend because the earnings have been eaten away by the salaries which have been paid to the officials and directors, which would be done away with the moment it was united with the other railways.

6791. Can you explain how it is that shareholders do not force such arrangements upon the directors if they think that would be profitable?—They have not the power of forcing them upon the directors. There is a certain amount of traffic in the locality, and expenses absorb the earnings, but the shareholders cannot expect directors to give their time and attention to managing even an unfortunate company without payment. No men will give their time without remuneration.

6792. Where there are two contiguous companies, both very small, a great advantage would arise to the shareholders by their being united under one management, how is it that the shareholders do not meet and force such an arrangement upon the directors?—I do not think they have the power. I do not think there is any Act of Parliament in force in this country which enables them to do so. But a very simple act might be introduced to invest shareholders with the power of enforcing amalgamation in spite of their directors.

6793. (*Chairman.*) Could they not, if they pleased, turn out the present directors and elect new directors, who might be willing to amalgamate those companies?—They might do that if they pleased, and they have tried to do so in one or two instances.

6794. (*Mr. Glyn.*) The proprietors have never stopped the directors' money?—No.

6795. Such things are found in England, but not in Ireland?—The shareholders have not exercised that power, and I will state why. Every year two directors only go out, so that it would take four or five years, or at all events three years, to turn the whole of the directors out. The shareholders might at once pass a vote of censure, and if the directors are honourable enough to withdraw upon a vote of censure being passed they would do so.

6796. (*Mr. Horsfall.*) Would it not be tantamount to dismissing the directors if their salaries were stopped?—I think it would very soon cause them to retire.

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6797. (*Mr. Glyn.*) But it has never entered the minds of the proprietors to do such a thing?—I do not recollect a case in which it has been tried.

6798. (*Sir R. Hill.*) I presume the shareholders hold their usually half-yearly meeting, do they not?—They do; but somehow or other the directors always manage to get a sufficient number of proxies to control almost any meeting of the kind. It has not been found that there is any unity of feeling among the proprietors.

6799. (*Mr. Glyn.*) Is much of the Irish railway stock held by English capitalists?—A great deal of the Great Southern and Western, and also a great deal of the Midland.

The witness withdrew.

Mr.
J. G. Boileau.

Mr. JOHN GEORGE BOILEAU called in and examined.

6802. (*Chairman.*) You are a wholesale merchant of Dublin?—I am.

6803. Has your attention been directed to the system pursued upon the Irish railways, with respect to rates and charges?—It has for a considerable time.

6804. Have you formed any opinion with regard to the possible improvement of that system?—The opinion I have formed for a considerable time has been, that the proper development of the commerce of the country can only be effected by cheap rates, both for passengers and goods traffic. Railways, as the great highways of the country, are necessarily the great monopolists of passenger and goods traffic; and as such should in every possible way give every facility for cheap, safe, and expeditious travelling, whereby the trade of the country would be extended, and the resources developed. In this country the very opposite is the policy pursued, and the interests of the poor are not considered; and the rich, although heavily taxed, and even willing to pay, are seriously inconvenienced when travelling from any distant part. The very germ of success to commerce is facility, and if facilities are not afforded, it then amounts to an obstacle which is exceedingly disheartening when the very opposite should be afforded. In illustration, one of the articles of commerce we largely deal in and manufacture is white paint. This article is most extensively used; but our trade is seriously curtailed by the high rate of carriage by the Great Southern and Western line charging 20s. per ton to Cork, whereas the same article can be brought by steamer from Liverpool and Bristol at the rate of 10s. per ton. It is perfectly plain that we must either forfeit 10s. per ton in our price or get the trader to pay us 10s. per ton more, which is not at all likely he will do. The present through rate system organized by the London and North-western line, and co-operated with by our railways, has proved most detrimental to the traders of Dublin doing a trade throughout the country; for instance, a firm in Liverpool of large extent, carrying on an immense trade in oil and linseed cake and other articles fit for feeding cattle, are anxious to introduce these articles into Ireland, and consequently looks out for a respectable agent, a man of means and position. The transactions being likely to be large they would not appoint any other. Mr. Boyd is appointed their agent, and a gentleman from Bagenalstown orders a ton of linseed cake, but he finds that Mr. Boyd has charged him 12s. 6d. at least too much. Mr. Boyd merely added the freight from Liverpool to Dublin, whereas under the through freight the whole quantity would have gone from Liverpool to Bagenalstown for 12s. 8d. per ton. This clearly shows that the person who bought it saved the railway fare from Dublin to Bagenalstown, and the cartage from the steamer here to the railway station. It is unnecessary to state that Mr. Boyd's agency is of little profit to him. The northern railways exhibit a strange system. Leaving Dublin for Belfast, before you arrive at your destination you will have travelled over three if not four different lines, each conducted under three different boards of directors, whose interests

6800. But is any of the stock of the smaller lines held in England?—I do not think the English people will invest in the small lines at all. Of the two main lines in Ireland, a very great proportion of the stock is held in England.

6801. (*Mr. Horsfall.*) You spoke of a hundred engineers being employed on these various lines, do you know their salaries?—I do not. That would require a return of the incomes of the directors, engineers, and other paid officers derived from railways. It would be a most important element for the Government to take into their serious consideration in taking the railways. A return of that kind could be easily obtained.

ought to be identical, but whose operations are antagonistic, and consequently traffic in very way suffers. The express train leaves Dublin at 5 o'clock p.m., you arrive in Belfast at 9 o'clock just one hour too late to catch the steamer which each evening sails for Scotland. This is the route for all Scotch letters, so this will show how letters take nearly two days to go from Dublin to Scotland. If you want to obviate this delay you must post your letter for Scotland at 11 o'clock a.m. or 12 o'clock a.m. in the General Post Office, in order to catch the 1 o'clock p.m. train from Dublin; the same example applies to letters coming to Dublin from Scotland. Another difficulty the Dublin trader has to contend with is, that in such towns as Armagh, Enniskillen, &c., the carriage from Dublin is so high the shop-keeper cannot afford to deal in Dublin, but is confined to his selection to Belfast. This does not exhibit with the railway companies unity of action. Also the freight on the railways to Belfast, Derry, &c. completely precludes any Dublin manufacturer sending his produce to the northern towns. The steamers afford such facilities from Scotch and English ports. The Midland and Great Western Company, which runs from Dublin to Galway, and travels through the poorest district in the country, and from which part hundreds of reapers travel to England for the purpose of reaping the corn, this line in particular ought to afford cheap transit, and also to traders who would wish to come up to the metropolis to make their purchases. Yet this is the line most complained of by passengers and goods traffic. It is of frequent occurrence that the large farmers and those deeply interested in all farming operations are obliged to walk their cattle to Dublin market, owing to the high rate charged on the railway. This in itself is exceedingly deteriorating to the cattle, and must reduce them in value. Then those who do not so sell their stock in local markets are deprived of the metropolitan market where a better price can be obtained. I am credibly informed, and also know it of myself, that Dublin merchants in sending goods to the West of Ireland very frequently ship their goods by steamer to Liverpool and thence by steamer to Sligo and Westport. By so doing they save considerably to what they would have to pay by railway. As another instance of the want of liberality of a great company, the Dublin and Kingstown Railway Company have been compelled to reduce their fares owing to the opposition caused by the river steamers, and by the omnibus which leaves Dublin every hour and runs to Kingstown alongside the railway. The company were frequently solicited to extend their liberality, and did not do so until the opposition was firmly established. The frequent changing of the time-table on the Dublin and Wicklow line has been loudly complained of, inasmuch as people who have taken property along the line have done so on the good faith of every facility being afforded, and if a morning or evening train is taken off it must prove a serious inconvenience to many whose arrangements may have been formed. We have in our large business to very frequently make a rateable deduction off the carriage

paid by our correspondent, otherwise he would transfer his dealings to where he could get them at less expense in transit, and this at the end of the year presents a serious amount. We have had frequent assurance that if traders could get their goods as cheap from Dublin as from English outports, they would send much of their business to Dublin. In illustration of the difficulties the Dublin trader has to contend with, we introduce a letter from Mr. Alcock, of Cork.

" 75, Patrick Street, Cork,
" June 27, 1865.

" MESSRS. BOILEAU & BOYD.

" Gentlemen,

" Please say are the railway charges on the enclosed bill correct.

" I may remark, I could bring similar goods from London at considerably less money."

" Your's obediently,

" BERNARD ALCOCK."

It is perfectly clear to me that the present most expensive mode of conducting railways in this country, the number of directors who have to be paid, and the great difficulty the directors have in paying a dividend to the shareholders, puts it completely out of their power to venture such an experiment as the reduction of passenger or goods traffic, and it could only be effected under the care of Government aid. I have prepared a short tabular statement showing the charges on articles in large daily consumption, and which in my opinion are excessive.

TABULAR statement of sundry freights to four principal towns in the south of Ireland.—June 24, 1865.

	Waterford.	Limerick.	Tralee.	Cork.
	Per ton.	Per ton.	Per ton.	Per ton.
	s. d.	s. d.	s. d.	s. d.
Blacking - - - -	23 9	23 0	29 6	20 0
Confectionery - - -	35 6	34 3	44 3	30 0
Drugs in cases - - -	35 6	34 3	44 3	30 0
" " casks - - - -	23 9	23 0	29 6	20 0
Heavy Goods, not named	35 6	34 3	44 3	30 0
Goods, light, " - -	59 3	57 3	73 9	50 0
Waggon Grease - - -	23 9	23 0	29 6	20 0
Indigo - - - - -	59 3	57 3	73 9	50 0
Linseed, Cake - - -	17 9	17 3	22 3	15 0
" Meal - - - - -	17 9	17 3	22 3	15 0
Logwood - - - - -	23 9	23 0	29 6	20 0
Mineral Waters - - -	23 9	23 0	29 6	20 0
Mustard - - - - -	23 9	23 0	29 6	20 0
Oil in wood - - - -	23 9	23 0	29 6	20 0
" tins - - - - -	35 6	34 3	44 3	30 0
Paints - - - - -	23 9	23 0	29 6	20 0
Perfumery - - - - -	59 3	57 3	73 9	50 0
Pitch - - - - -	23 9	23 0	29 6	20 0
Putty - - - - -	23 9	23 0	29 6	20 0
Red Lead - - - - -	23 9	23 0	29 6	20 0
Resin - - - - -	23 9	23 0	29 6	20 0
Rice - - - - -	23 9	23 0	29 6	20 0
Soap - - - - -	23 9	23 0	29 6	20 0
Spirits of Wine - - -	59 3	57 3	73 9	50 0
Tar - - - - -	23 9	23 0	29 6	20 0
Treacle - - - - -	23 9	23 0	29 6	20 0
Turpentine - - - - -	35 6	34 3	44 3	30 0
Vitriol, less than a truck	94 9	64 0	118 0	80 0
" less than a truck load	35 6	24 0	44 3	30 0
White Lead - - - - -	23 9	23 0	29 6	20 0

This tabular statement is merely intended to show that the charges for conveying many articles of commerce is excessive, and in most cases considerably in excess of freights from any English port, in some cases double, thereby precluding the possibility of trading, owing to the high rates. I now give the evidence I obtained from the firm of Alexanders and Co., wholesale druggists, Great Strand Street, Dublin, they say:—"We are obliged to allow half carriage on goods to towns in the county Cork, in

" order to compete with English and Scotch houses. " Owing to the high rates on goods to towns in the north of Ireland, such as Enniskillen, Armagh, Banbridge, &c., we have been obliged to give up calling, " being unable to do business to a profit. The high " rates charged on small parcels of about 28 lbs. also " interferes with business. Such are carried on the " English lines much more moderately. The charges " also on returned empty packages we think ought " also to be modified." On the Midland and Great Western line only one goods train leaves daily in three divisions, 1st, to Galway at 12.30 a.m., 2nd, to Sligo at 6 a.m., and 3rd, northern route at 10 o'clock a.m. All goods must be delivered before 6 o'clock the previous day, in one case 12 hours before the train starts, in another four hours. The lowest weight carried is $\frac{1}{4}$ lb. Parcels exceeding 56 lbs. in weight are forwarded by passenger train at 25 per cent. over goods rate. When directed "van parcel," and delivered 30 minutes before the train starts, 1s. is the least charge for any parcel to Cork, and large packages are charged 5s. per cwt., and 6d. for every 14 lbs. exceeding 1 lb. This want of accommodation we complain of.

6805. Can you state anything as to the reduction of fares on the Midland and Great Western Railway?—I cannot; the only thing I can say is that in going down to Galway the fares are very excessive, and are continually complained of.

6806. (*Lord Stanley.*) The question is whether a reduction of fares to the extent of one-third or one-half would bring such an increased traffic as to cover the loss which would be created in the first instance. Taking any of the principal lines of Ireland with which you are acquainted, have you formed and opinion on that point?—I have been of that opinion for some years.

6807. You do not entertain that opinion indiscriminately with regard to all the lines?—I do not. I principally allude to the Midland line, upon which a great number of poor people come; facilities are not afforded them, the charge is too high, and they cannot afford to pay it.

6808. (*Capt. Galton.*) You mean the poorer classes do not travel by the railway?—I do. I mean to say they prefer walking on account of the high rate of charge.

6809. (*Mr. Horsfall.*) What reduction do you think will induce them to travel by railway?—If the fares were reduced to one-third of their present rate. The third-class fare is 11s. 8d., the poor people cannot afford to pay that; but they can afford to pay one-third of that.

6810. Do you think that such a reduction as that would pay the railway companies?—I am perfectly satisfied that it would, because at present they do not derive any benefit at all, for they do not carry the traffic.

6811. (*Mr. Glyn.*) How many miles is that?—It is 126 English miles.

6812. (*Chairman.*) Are there not low fares on that line for what they call the harvest men?—Very seldom; they gave them only when they were compelled to do so.

6813. Do you say that from your own knowledge?—I do; for many years the harvest men used to walk to Dublin.

6814. But not lately in any great numbers?—Not in any great numbers, because the Midland Company have been more liberal since this movement has been set on foot.

6815. They have made a special rate for the harvest men?—Yes.

6816. (*Sir R. Hill.*) What is the distance for which the third-class passengers pay 11s. 8d.?—It is from Dublin to Galway, which is 126 English miles. I find that the fourth-class fare is 10s. 6d.

The witness withdrew.

Mr.
H. R. Perry.

27th June 1865.

Mr. HENRY ROBERT PERRY called in and examined.

6817. (*Chairman.*) You are a grain merchant in Dublin?—Yes.

6818. Have you considered the effect of the present system pursued upon the Irish railways with respect to fares and charges?—I have very fully.

6819. Are you prepared to make any statements upon the subject?—I am intimately acquainted with the corn and flour trade of Ireland. As the means of transport is essential to the carrying on of this branch of trade profitably, I have given the railway system of Ireland, its rates, charges, and facilities of transit, my especial consideration. I have found each and every company I came in contact with disposed to exact the extreme rate of remuneration for the services they perform, and it was only by having the means of transit by the Grand Canal kept open that they were prevented from advancing their rates of freight still further, and thus materially interfering with the trade and commerce of the interior. That was with reference to a Bill that was promoted by the two principal companies, the Midland Great Western and the Great Southern and Western, in the year 1860, for the purchase of the Grand Canal, with the view of buying it up as a competitive means of communication. They ultimately failed, and the canal reverted to its original owners, and is now worked by them with great advantage to the districts that it serves. The result of a combination between the Great Southern and Western and Midland Great Western entered into some years since, by which the rates and fares are fixed and healthy competition is precluded, is, in my opinion, prejudicial to the development of the natural traffic and trade of the country, and calculated to retard materially commercial enterprise. The further extension of the railway system into districts unaccommodated already is postponed inevitably; and it is a part of the agreement entered into that no encouragement, even so far as the haulage of traffic by either of these two companies, be given to branch lines in a certain territory understood to be the property or right of the other company. That agreement was confirmed by an award.

6820. (*Mr. Glyn.*) How did the award arise?—There were two arbitrators chosen and an umpire. There had been a great deal of competition going on between them for some years.

6821. Then the conditions of that agreement were settled by an arbitration?—Yes; they both work the traffic under that agreement, and are bound to observe the conditions of it. The rates being fixed is obviously detrimental to the interests of the districts. That award is signed by "Edward Watkin" and "Mark Huish."

6822. (*Chairman.*) Will you call attention to the material points of that award?—It recites the circumstances of the case under which the arbitrators were chosen, the differences which had arisen, and that they had been chosen to settle the matters at issue.

6823. (*Mr. Glyn.*) What were the matters at issue?—Competition of rates at points at which they touched. What set it going more particularly was this, the Grand Canal had been leased by the Midland Great Western, one of the lines, for a series of years, whereby the Great Southern and Western felt themselves aggrieved. A considerable degree of competition was carried on by means of the Grand Canal, which was the bone of contention between them, therefore it was a matter of serious consideration by the arbitrators. This is their award upon the subject, "And we further award and adjudge that in anticipation of and until the authority of Parliament shall be obtained for such purchase, and with a view to the objects thereof, and in order that the benefits to the public and the said companies expected to be derived therefrom may at once be obtained, so far as an harmonious system of working and arrangement of the undertaking of the said canal and railways can effect the same, an interim agreement

"for the joint working and management of the said canal by the said two railway companies shall be entered into between them and the said Grand Canal Company; and that the said canal shall, as far as practicable, be conducted and managed as part of the undertaking of the said two railway companies by the joint committee herein-after mentioned, as and from the 2nd day of July, 1860."

6824. Did you not say that the Grand Canal is quite independent now?—That was the result of the opposition on the part of the public. So far as regards the canal the bill was before Parliament, and it was passed with such a rate of toll as the railway companies did not deem it their interest to accept, therefore they objected to the bill. So far as the canal is concerned it comes out of the arrangement altogether, and the remainder of it only stands good. Perhaps it will be as well not to refer to that part of it any further. Then they go on "And we further award and adjudge that after an Act of Parliament shall have been obtained containing the necessary powers to the said two railway companies respectively, they shall enter into such agreement or agreements as may be necessary to carry out and render legally binding the provisions of this award, or any of them; and the form of such agreement or agreements shall, in case of difference, be settled by arbitration, under the provisions of the said Act; and that such agreement shall be made to take effect in perpetuity, if so authorized by the said recited Act; and in order to settle and define the district of country within which the system of railways and canals belonging or attached to or worked for the benefit of the said companies respectively shall be considered as between themselves, and having regard to the permanent advantage of the public, and the objects of the said submission and this award to belong, we have laid down upon a map or plan of Ireland attached to this our award, and signed by us and our umpire, the said George Leeman, such a division line of the country traversed by or to which the said railways respectively and the canal or water communications contiguous thereto, either directly or remotely, afforded accommodation, as, in our judgment, to represent the district served, or which ought to be hereafter served, by means of each of the said two railway companies, or parties in connexion with them, or promoting branches to or from their respective lines, or to or from the said canal. And we further award and adjudge that neither company shall make, promote, assist, or encourage, any lines of railway to any point beyond the boundary line now awarded or intended to join a portion of a line in contravention of such boundary; nor in the event of any lines being made by other parties shall either of the railway companies, directly or indirectly, enter into any alliance or arrangement with such parties to or from any point which can fairly be considered and declared by an arbitrator, if disputed, as within the scope and intention of this our award." It was to that particular point that I wish to direct attention in order to show that they have parcelled out the country, as I may say, between them, and allowed of no interference on the part of any branch lines, or any traffic coming from them. Of course they had the country completely under their control, each in their own territory.

6825. (*Chairman.*) Without going through the whole of that award is not the result this, that in consequence of an agreement between the two parties they agreed not to compete with each other, but to divide the traffic in certain proportions?—Yes.

6826. (*Mr. Horsfall.*) Was the object of the two railway companies to do away with the opposition of the canal?—Yes, that was the principal object.

6827. In which they failed?—Yes, they had the object of dividing the rates at the two places at which they came into competition, namely Clara and Athlone.

At those two places they put the receipts into one common purse and divided them.

6828. But still they have the competition of the canal against the two railways?—They have. The principal point that I wish to draw attention to is that according to that agreement no branch lines were to be promoted in a district which each considered as their own. The rates for freight are unequal, and in my opinion considerably higher than the trade can afford; and I am satisfied that a moderate reduction would speedily induce an increased traffic over the lines of the greater part of Ireland. I am acquainted with the system of low rates and fares in operation on the continent, more particularly in Westphalia, where a large trade in coal has been developed of late years, principally owing to the rates conceded for the carriage, which enable it to be sent immense distances. Such rates as are in existence would be deemed by our authorities here on railways to be ruinously unremunerative. Yet there they have proved the contrary, and have developed a considerable source of national wealth and largely increased the profits of the railways, which are paying from 8 to 10 per cent. I know that from my own knowledge, from being connected with a colliery there, which is worked altogether by English capital.

6829. (*Mr. McClean.*) What is the low rate you refer to?—The rate is about $\frac{1}{2}d.$ per ton per mile. The rates for passengers and facilities afforded are by no means such as to induce travelling to an extent remunerative to the companies; the poorer classes rarely use the railway for this reason to attend markets, fairs, or for other necessary locomotion. On this point the Midland have set a good example by issuing market tickets to third-class passengers to go and return at a single fare on market days, and the experiment so far has been attended with good results. This may be taken as an instance of what would be effected by a general reduction of fares and increased facilities. I may also mention that there is hardly any point to which a third-class passenger can go and return in the day; at some points he cannot make even the direct distance in one day. Facilities are not granted; branch lines worked by small companies prove a serious obstruction to traffic by want of unity of management and antagonistic interests conflicting. They are consequently frequently used as block lines and to impede the traffic, as, for instance, the Clones and Cavan line, which was passed by Parliament with the view of carrying the through central traffic between Belfast and the south, and, in consequence, now it is very rarely used for that purpose, because the trains are so timed that the passengers cannot use them at all. When they get to Cavan they find that the train from Cavan has just left. I am of opinion that any arrangement which could be effected whereby the railways of Ireland could be worked as one general comprehensive system, and the rates and fares lowered to a point analogous to those of Belgium and the continent, would more speedily develop the resources of the country, and induce the investment of capital in trade and manufactures than any other measure that has yet been put forward, and that it would speedily result in increasing the receipts derived from the Irish system of railways, making 20,000,000*l.* of capital at present invested yield a fair and reasonable return instead of the miserable dividend at present paid upon the average of Irish railways. I am strongly of opinion that, in order to make railways fully remunerative, you must fix the rates they receive in proportion exactly to what the circumstances of the country are in which they are situate. This has never been done in Ireland yet on any extended scale, and yet the railway authorities complain that there is no traffic, and their receipts gradually dwindle down and the rates are kept up to fully, if not beyond, the English maximum. The existing traffic is thus literally passed by and not fostered, while trains run comparatively empty, and as a consequence shareholders receive no dividend. Railway companies must be satisfied to take for their

remuneration the amount that is forthcoming, and not demand what cannot be complied with.

6830. (*Chairman.*) Are you able to state that your own trade in grain could be materially increased if the charges were lowered?—Decidedly.

6831. (*Mr. Glyn.*) It would move more up and down the country with a reduction of charge?—Yes; we should cover a greater district of country; for instance, the rates in our particular case have been advanced since the canal competition has actively ceased. I should have mentioned that one result of the canal reverting to its original proprietors has been that they have now made an arrangement by which they compete at certain rates without conflicting, and the rates of the railways have been raised nearly 25 per cent. in many particular instances since that occurred.

6832. (*Chairman.*) The rates upon the canal have been raised?—Yes; both the canal and the railways have advanced their rates nearly 25 per cent. Three or four years after the canal had reverted to the canal proprietors, they worked in fair competition only.

6833. (*Mr. Horsfall.*) Then the directors of the railways and the canal have arrived at a right understanding?—Yes.

6834. (*Mr. Glyn.*) Do you think that the high rate upon grain prevents speculation in that article, that is to say, where a party buys grain at one port at a low price he cannot forward it to another part where the price is higher, on account of the high rate of carriage?—I do not think it has that effect; it does not stop speculation.

6835. It does not stop bargaining, in fact?—No, but it prevents an equalization of price to the fullest extent which there might be. It is high in some districts and low in others.

6836. (*Mr. Horsfall.*) What per-centage of reduction of the rates upon grain would you consider necessary to confer any appreciable benefit upon the trade?—I think from one half to one third would be a very fair reduction.

6837. Do you think that that would pay the railways equally well through the increased traffic that there would be?—Not for some time certainly not; for perhaps two years, or a sufficient time to allow of the development of the traffic that would be created by the lower rates. There must be sufficient time to put the new system upon its trial, not immediately, certainly.

6838. Do you think it would after a lapse of two or three years?—I should say so.

6839. (*Mr. Glyn.*) You say a reduction of one third; what would be the actual figures?—The present rate of grain is about $1\frac{1}{2}d.$ per ton per mile. That is the lowest rate on any quantity.

6840. You wish it to be fixed at that?—I think one penny per ton per mile would be a very fair rate.

6841. (*Mr. Ayrton.*) Where is the increase of traffic to come from; from what source?—I do not know that in grain there would be so much increase created by the lower rates, but in other articles there certainly would, such as manures and many other goods, and in grain to a certain extent, but not to the same extent as other articles.

6842. The diminution of the charge would be at the rate of $\frac{1}{2}d.$ per ton per mile, you say; that would be, on the average of 50 miles, 2*s.* 1*d.* on the ton?—Yes.

6843. That would be about 6*d.* on the quarter?—5*d.*

6844. Do you think that the economy of 5*d.* on the quarter would lead to any increased growth of grain in Ireland?—I am certain that it would; to what extent I cannot say, but I am certain that it would lead to some. I know many mills which are at this moment idle by reason of the rates of freight rendering them not able to be worked profitably.

6845. You think that the difference of 5*d.* per quarter would set them into activity?—5*d.* a quarter would be a very great consideration to men of business.

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H. R. Perry.

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6846. Do you think that an additional charge of 5*d.* per quarter is the cause of their inactivity?—In some instances decidedly so.

6847. Can you mention one?—There is a mill at Athlone, and another at Clara, to which that remark applies.

6848. Take the Athlone mill; in what way does the additional charge of 5*d.* per quarter prevent that mill from working?—A miller situated at Athlone must buy his grain either at Galway or Dublin. Home-grown wheat is almost out of cultivation, at least in the district about Athlone, and in all districts with the exception of Cork, Kilkenny, Carlow, and the south. As regards Athlone, home-grown wheat is hardly known. Therefore, a miller must buy his wheat in either of those ports and bring it down to Athlone, and grind it there, and supply the markets in the immediate vicinity. Therefore, it must be patent that any saving whatever is of material assistance to him.

6849. If he must bring his grain, how does the 5*d.* per quarter prevent his bringing it, if there is grain in the country to compete with him?—But the country is supplied with mills which are on the sea-board; for instance, Galway and Dublin supply the market, and they have an advantage in supplying the markets because they are able to send more directly. They only send the exact quantity of flour that is required. Whereas the miller at Athlone might bring the whole of the wheat down, and perhaps be able to sell one portion to an advantage and another portion not to an advantage; and therefore there is that against him.

6850. Do you not think that the injury to the Athlone miller results from the fact that he comes in competition with the miller of Dublin, which is the place of import?—No doubt; but then he would be much better able to compete with a moderate rate of freight than with this rate of freight. The rates I have given have been increased materially.

6851. The only result would be that the trade would be transferred from one part of the country to another?—That would be one result, and I would say that a larger trade would be done to some extent.

6852. If the corn went the flour would not go?—No.

6853. Therefore the railway company would not have any more traffic?—The railway company would not have any more traffic than what would be created by the increased business that would be induced by the moderate rates of freight. There might be some points at which the rates of freight would prevent business, and another point at which rates of transit would induce business.

6854. There would be no increase of traffic to the present railway companies?—Not if only the same quantity were carried; but I think a larger quantity would be carried to some extent; to what extent I am not prepared to say.

6855. You think 5*d.* per quarter would seriously increase the consumption?—I think 5*d.* per quarter on oats would, for instance, allow an increased profit to the grower. I wish to allude to the rates charged by the railways generally; they are very unequal; they are not governed by any equal system at all. I have made out a table of the rates on grain, and I find that the governing point is the contiguity of the sea-board in nearly all cases. As between Dublin and Cork, which is a distance of 166 miles, they have a rate of 12*s.* 6*d.* per ton, because the steam competition interferes and reduces it; while to many stations short of Cork they charge a higher rate. The same principle holds good with the northern rates; for instance, the rates to Belfast, Londonderry, Galway, and Sligo; and it will be found that the intermediate rates are considerably higher than the through rates. The whole principle which regulates the making of those rates by those companies is, what they can get, not what is a fair and regular rate.

6856. (Mr. Horsfall.) What is the extent of the difference in the mileage rates between the two ex-

tremes?—The fare from Dublin to Belfast is 10*s.*, the distance being 113 miles; and the fare from Dublin to Banbridge is 15*s.*, the distance being 87 miles. That is only two-thirds of the distance, and yet the rate is one half more.

6857. (Mr. Glyn.) On the same line?—On the same line, but for a portion of the way.

6858. Not the whole way?—No.

6859. Do you know the respective fares charged by each company?—I do not. This is the table I refer to:—

DUBLIN to	s.	d.	Miles.
Balbriggan	4	2	22
Ballybay	15	0	98
Banbridge	15	0	87
Belfast	10	0	113
Castleblaney	13	6	72
Cavan	10	6	85
Clones	15	0	94
Cootehill	16	0	88
Drogheda	5	6	32
Dundalk	6	8	54
Dungannon	12	6	102
Enniskillen	16	8	116
Kells	7	9	58
Lisburn	13	4	106
Lisnaskea	19	8	105
Londonderry	13	0	176
(Steam to Belfast, thence to Derry rail.)			
Londonderry	25	0	per rail.
Lurgan	13	4	93
Newry	9	2	70
Dunlun	7	6	42
Portadown	10	0	88
Navan	6	0	48*
Dublin and Mullingar	7	6	50
Clara	9	0	68
Athlone	11	0	78
Ballinasloe	11	6	92
Athenry	12	0	113
Galway	12	0	126
Tuam	11	0	129
Longford	9	3	76
Carrick	12	6	98
Boyle	13	0	106
Sligo	10	6	134
Cavan	8	0	85
Crossdoney	10	8	81
Roscommon	12	3	96
Castlereagh	13	0	120
Claremorris	13	0	135
Fermoy	12	6	162
Templemore	9	6	79
Cork	12	6	166
Roscrea Junction	8	0	67
Clonmel	12	0	132
Nenagh	10	0	96
Carlow	8	0	56
Enniscorthy	10	0	78

Unequal rate. Passenger fares through to London.

	First class.	
	£ s. d.	£ s. d.
DUBLIN to London, Return	5 3 0	—
London „ Limerick „	5 6 0	5 4 6 Jnc.
„ „ Kilkenny „	5 6 6	—
„ „ Fermoy „	5 6 6	—
„ „ Galway „	6 16 0	—

* Competition.

6860. (Chairman.) Can you give any comparison of rates of the Great Southern and Western?—I have none of the Great Southern and Western; they are increased, I know, for some of the shorter distances in considerably higher proportions, but none in which the increase is so very great as that. There is Lisburn, 13*s.* 4*d.*; that is on some lines 10*s.*, as between Belfast and Dublin; Lisburn is a shorter distance than Belfast by eight or 10 miles. Passenger fares have also been advanced 10 per cent, during the past 10 years on both the Midland and the Great Southern and Western railways.

6861. (Mr. Glyn.) On all classes of passengers?—Yes.

6862. In the same proportion?—Yes.

6863. (*Chairman.*) Have you any other suggestions to offer?—Many of the present existing smaller companies are burdened with capital by reason of the difficulties which they had to contend with in their construction; consequently, a large portion of their capital is lost, and the original shareholders receive no dividend whatever. The Streamstown and Clara line originally passed by Parliament as a central through north and south link; it is not now used by reason of the want of arrangement as to times and communication between the Great Southern and Western Railway and the Midland Railway; the traffic is consequently turned back and driven round through Dublin, and the outlay on the part of the

Midland Company remains unproductive. The award by division of traffic between the two companies at Clara and Athlone has completely taken away the inducement to either company to develop or induce the traffic at either of these points, as it is manifest when the receipts are thrown into a common purse neither company has the inducement there would be if such were not the case. Steamboat navigation on the Shannon between Athlone and Killaloe had been previously carried on by the Midland Great Western Railway, but has since for the same reasons been abandoned, and the traffic diverted. The Great Southern Company bought the steamers for the purpose of keeping them idle.

The witness withdrew.

Adjourned till to-morrow at 12 o'clock.

Wednesday, 28th June 1865.

PRESENT:

THE RIGHT HON. LORD STANLEY, M.P., F.R.S.
SIR ROWLAND HILL, K.C.B., F.R.S.
J. A. ROEBUCK, Esq., M.P.
T. B. HORSEFALL, Esq., M.P.
ROBERT DALGLISH, Esq., M.P.

GEO. CARR GLYN, Esq., M.P.
A. S. AYRTON, Esq., M.P.
CAPTAIN DOUGLAS GALTON, R.E., F.R.S.
J. R. MCLEAN, Esq., Pres. Inst. C. E.
WILLIAM POLE, Esq., F.R.S., *Secretary.*

HIS GRACE THE DUKE OF DEVONSHIRE, K.G., F.R.S., IN THE CHAIR.

Mr. ALEXANDER PARKER examined.

6864. (*Chairman.*) You are a merchant in Dublin?—Yes.

6865. You are, I believe, prepared to make a statement as to some grievances which you and other merchants in Dublin experience from the system pursued by the railway companies of Ireland?—Yes; for the sake of not wearying the Commission with a repetition of the same facts a deputation from the Chamber of Commerce thought it well to come to a little private arrangement as to what each one of us should particularly speak to, and these grievances and discrepancies that we complain of will be spoken to more particularly by two of those gentlemen who are to follow me. I will trouble the Commission with some opinions which I am prepared to support by such reasons as may satisfy the Commission, growing out of such collateral questions as you may see fit to put to me. As a whole, the railways of Ireland are in a very unsatisfactory position as regards their shareholders; they have been for the most part very unprofitable speculations; the directors, therefore, are unable to venture upon any experiment, such as a bold reduction of the fares and charges. It is our hope that the Commission may be satisfied that this bold reduction might be ventured upon by the Government without much peril to the exchequer. We think that the masses of the people have never yet been induced to move about by strong temptations in the way of low fares; we think that the revenue to be derived from the moving of the masses has never been properly considered yet by the railway boards of the country. We think that persons engaged in trade in a humble way have never had strong inducements to travel and make their own purchases, or sell their own produce, and enter into their own transactions, but that they have been too much in the habit of staying at home, and doing their business by correspondence only. We believe that a bold reduction of fares would induce, first, the great masses of the people to travel, the labouring classes especially; such as have their little produce to bring to market. If they have a market town at a distance from them there is a difficulty in the way of their travelling otherwise than by railway, from which they are at present practically excluded, unless the articles they have for sale be of sufficient value to pay the heavy

per-centage that the railway fare inflicts. We think that over and over again it has been demonstrated, from the days of Mr. Bianconi up to the present time, what a little encouragement did to set the people of the country in motion, and one of our misfortunes in Ireland is, that state of stagnation and indifference into which so very many of our people have fallen, and from which we would fain rouse them by some such mode as this; we think that no mode could be much more effectual than this. A parliamentary train conveys the people at the same rate as in England, but there is but one parliamentary train a day upon our Irish railways, and we think that almost all our Irish railway companies give too little encouragement to third-class passengers. The first-class passenger, for instance, and the second-class passenger have the advantage of a return ticket, and the first-class passenger travels for about 2d. a mile. The second-class passengers travel generally for about 1½d. a mile; and the third-class passengers for something over the charge by the parliamentary train on the railways generally. The Midland Great Western Railway, which runs to Galway, has a fourth class, but the charge is still the Parliamentary rate. A considerable time since, when Lord Dunsandle was chairman of the Midland Great Western Railway, the reapers, and those persons who come over to England to cut your hay and your corn in the summer and the autumn, were in the habit of tramping up to Dublin, carrying their sickles and walking up. His Lordship, with another of the directors, went amongst them and said, "Boys it is hard work this walking up to Dublin and wearying yourselves out; what would you be content to pay, supposing we brought you up by railway?" And they said that they would be very glad indeed to be saved the journey; that it was very fatiguing in hot weather. And then his Lordship proposed to put on fourth-class waggons to bring them up, and they were so brought up to Dublin. From that time those poor men have always been brought up in that way; they have paid the price charged very cheerfully, and especially at the time when they are going home with English gold in their pockets. Although that portion of the population has been very much thinned down by emigration, yet the receipts upon that railway from that source have increased instead of diminished, which seems to prove the proposition

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that if these poor people only get encouragement they can be set in motion. Now that emigration itself is going on at a very great rate, it is also illustrating what lowness of price will do in that direction, for the extremely low price at which steam companies have found it to their advantage to transport people across the Atlantic is really one of the causes why so many persons leave. It is the facility that is presented to them by extremely low fares. The remittances they receive from America enable them to take their passage out, and it is something so small, that it is quite wonderful how the companies can make anything by it. A trifling reduction in the railway fares would do nothing; it might a little increase the number of the travellers, and a little even increase the travelling of the labouring classes, but a large and telling reduction would, in my opinion, bring out such numbers as travellers that there would be in two years at most, I believe, no diminution of the present revenue. It is my opinion that a large reduction in the fares would be compensated for in a couple of years by the greatly increased number of the travellers. The shopkeeper at present, from a distance of under 100 miles, gets only one day for his return ticket, that is to say, he comes up one day, and he must return the next, but even that is denied to the third-class passenger; there is no return ticket for him, so that the third-class and the second-class passengers are brought much nearer to one another than the table of rates would seem to indicate. I do not lay so very much stress upon a very large reduction in the price charged for the carriage of merchandise; but when the Commission reflect that travellers load themselves and unload themselves, and that there is no expense but that for mere transportation connected with passenger traffic, the disproportion of a ton of men to a ton of goods is very striking; and for all these reasons I would join in pleading for Government interference, in order materially to reduce the present passenger fares, and considerably to reduce the present charges for merchandise. There are a number of discrepancies and inconsistencies, to which my friends who will follow me will speak more particularly, as they have undertaken that department of the evidence. I do not know that there is any other material point which I would desire to throw out. It would be an extremely popular measure, and I think it would be a political advantage, a social advantage, and certainly a great commercial advantage. The directors of the railways at present appear to think that there is just a certain amount of traffic in the country, and they say, "We have possession of it; let us 'make the most of it';" and they have not seen this way of making the most of it; nor can I wonder, because, after all, it would be a bold experiment for any set of men to make, intrusted, as they are, with the property of others, to pay as large a percentage as they can by their management; and whilst I know that there are individual members of the boards who entertain something like the opinions which I have given expression to, yet they are in a very small minority.

6866. (*Lord Stanley.*) Do I rightly understand your proposition to be that the Government should buy up the Irish railways?—I should not like to express an opinion upon that. My own personal opinion is, that it would be a great blessing to the country if they did. But that is only an individual opinion; and as I am sent here by a public body I should not like to commit them to that opinion.

6867. You wish simply to express your opinion of the benefit that would arise from a considerable reduction of the fares?—Yes, a very considerable reduction in the passenger fares, and a considerable reduction of the charges upon merchandise.

6868. (*Mr. Roebuck.*) I think you stated that although you believe a benefit would result, it could not be carried out by the present railway directors, but must be done by somebody else?—It could be done very well by the present railway directors if

they could bring themselves to run a risk for 12 months; but undoubtedly the whole benefit arising from the change could not exhibit itself in many cases until after, perhaps, a year's trial. In other words there would be a loss at first.

6869. And you think that the railway directors would not run the risk of that loss?—They do not feel at liberty to do so.

6870. If that be so, what suggestion have you to make for the purpose of bringing about the result that you think so desirable?—I think that the Government might be induced perhaps, if the case were made plain, to interpose the public money in order to protect the railway proprietors from loss, and that the experiment might be made greatly to the benefit of the country.

6871. That is to say, that the Government should guarantee the railway companies against any loss?—Yes; any loss below the loss that they may at present be incurring. The fact is, that some of our railways pay no dividend at all, and the Government guarantee would in that case prevent their growing worse than they are. There are others paying 2 per cent., others paying 3 per cent., one or two of them paying 4 per cent., and one or two also paying $4\frac{1}{2}$ per cent. It would be simply the Government guaranteeing that the proprietors should receive not less than they have received for the last three years.

6872. It comes then I think to what I said; you think it advisable that the Government should guarantee the companies from any loss?—Yes.

6873. (*Chairman.*) In the transaction of your business as a merchant, do instances frequently occur in which those with whom you deal would come to you personally if the fares were lower, who now carry on their business by correspondence?—Yes.

6874. You are able to speak to that confidently?—Yes; that is a matter of perfect certainty, and is shown by the eagerness with which they avail themselves of every cheap trip that is occasionally offered to the public. I have frequently said to a person, "You 'were here not very long ago. I am glad to see that 'your business is prospering.' Then the answer has been, 'You must not judge of that by seeing me up 'here so soon again, for the fact is, that I have had 'an opportunity of getting up on a cheap trip.'"

6875. (*Mr. Ayrton.*) Can you explain to the Commission why the shareholders in the railways who have the keenest interest in adopting your views, do not agree to them and carry them out?—I think it is from a feeling that railway directors have always, as a body, represented these notions to be somewhat utopian, and they have set their faces against them.

6876. Do you think that the shareholders believe the directors rather than the opinion entertained in the Dublin Chamber of Commerce?—If you were at a meeting of an Irish railway company you would find that there was very little union amongst the shareholders themselves, and very little cordiality between the directors and the shareholders with very few exceptions. The meetings are, generally speaking, meetings of dissatisfaction and disappointment. I am not a director in any railway, but I have the misfortune to hold some railway stock, and very unprofitable indeed it has been. This brings me to railway meetings occasionally, but they are never meetings for deliberation.

6877. Is not that the frame of mind which is exactly suitable to the adoption of any new plan that would improve their affairs?—Certainly not. It is also, generally speaking, an occasion when there is a clamour for a reduction of freight, or a clamour for a reduction of the passage money, or that greater facilities shall be given to travellers; but the suggestion always comes with a local bearing only. I have never heard at a railway meeting a general suggestion of that kind upon broad grounds. I have heard a grazier, for instance, representing the hardships as to the cattle trade, and wanting a particular kind of cattle that he fed conveyed at very low rates; but I never heard

any one deal with the question on the broad ground of the country's good and general measures.

6878. (*Mr. Horsfall.*) You stated just now that you did not lay so much stress upon a reduction of the rates on goods as on passengers. Why did you draw that distinction?—Because I do not think that the amount of goods could be very largely increased by a reduction in the rates. No doubt trade would be relieved of some of its necessary burdens, but I think that a reduction of the fares for passengers would increase their numbers to an enormous extent. The country must have what it consumes, whether it pays a high price or a low price, and it would be undoubtedly a great advantage somewhat to diminish the rates, and to equalize them. I may mention that there is an extremely mischievous system which affects the city, and that is, the through rate system, the whole of which arrangement operates to the disadvantage of the local merchants; a buyer in Dublin can have his goods sent cheaper from Liverpool to Cork, or from Liverpool to Limerick or Athlone, or to any of the inland towns, which is more than 100 miles distant, than from Dublin, and the through rate tells to the disadvantage of Dublin, both with regard to goods and passenger traffic. A Belfast merchant leaves for London on his business, and he obtains a return ticket for 50s. A Dublin merchant coming to London on business pays 5*l.* 3*s.* for his return ticket. The consequence is, that the balance is thrown very decidedly against the City of Dublin, and that is felt to be a very great grievance.

6879. You were complaining of the inequality of the rates?—Yes; there is very great inequality caused by reason of the through rates. Belfast is as far from London as Dublin is, and farther; but travellers can get first-class return tickets for 50s. from Belfast to London, while from Dublin it is 5*l.* 3*s.*

6880. (*Mr. Ayrton.*) Do they travel by the same route?—No.

6881. (*Mr. Roebuck.*) Why does the Dublin merchant not write to Belfast for a ticket, and have it sent to him by post?—It is not the same route to England; but the railway journey is as long in each case. We have certainly a superior class of packet from Dublin; but what you suggest could not be done.

6882. Did you not say that an increased amount was charged to Dublin, and a decreased amount was charged to Athlone *viâ* Dublin?—Yes; it is so for merchandise, not for passengers.

6883. Why do you not do it with regard to passengers?—We could not do it; it is not by a ticket that merchandise is sent; we have to send the merchandise to the railway from our stores. The hardship arising out of the through-rate system will be better illustrated by taking the same route.

6884. (*Mr. Ayrton.*) You stated that it was cheaper to send merchandise from Liverpool to Athlone than from Liverpool to Dublin?—No; cheaper than from Dublin to Athlone; that is to say, you can get goods cheaper from Liverpool to Athlone *viâ* Dublin than from Dublin to Athlone, by reason of that through rate.

6885. (*Capt. Galton.*) What is the fare between Athlone and Dublin as compared with the fare between Liverpool and Athlone?—I am not prepared to say; but nothing like the difference of mileage.

6886. (*Mr. Ayrton.*) Do you mean that it is absolutely cheaper, or that it is cheaper per mile?—I mean that it is absolutely cheaper.

6887. So that a passenger is conveyed absolutely for less money from Liverpool to Athlone than from Dublin to Athlone?—I do not mean to say that. I will give you, as an illustration, the first-class passenger rate from Cork. You pay from Cork to London *viâ* Dublin 5*l.* 6*s.* 6*d.* for a return ticket, Cork being 165 miles from Dublin. That will take a passenger from Cork to London through Dublin;

but we residing in Dublin have to pay 5*l.* 3*s.*, which is only 3*s.* 6*d.* less than the Cork man pays who is conveyed 330 miles more by railway than we are.

6888. (*Mr. Roebuck.*) Do you pay 5*l.* 3*s.* for a return ticket between Dublin and London?—Yes.

6889. (*Capt. Galton.*) Is not that because there is a competing route by Waterford?—No. I am speaking of the route *viâ* Dublin, and to make the hardship more palpable, I would show the Commissioners that for 330 miles of additional travelling, there is only the small difference that I have mentioned, which is to the disadvantage of the Dublin trader.

6890. (*Mr. Horsfall.*) Reverting to my former question as to the charges upon goods, do you not think that a reduced rate would have a most material effect, for example, upon the consumption of coal?—Certainly, and which would be a great blessing to the country. Now that our people are thinning down, the manufacture of turf is much more costly than it used to be when the poor man got 6*d.* a day for his labour. Turf has never been a very cheap fuel for the poor, and it has been always very uncertain fuel, a wet season making it both scarce and dear. Coal is one of the things that the railways carry at a very reasonable rate, I should say. I think it is a penny a ton per mile, and the consumption of coal in Ireland has doubled within the last 10 or 12 years. They are consuming coal very much more in the country by reason of the facility afforded for its conveyance.

6891. (*Mr. Glyn.*) Is that, in your opinion, a reasonable rate, a penny a ton per mile?—Yes, as compared with other merchandise.

6892. As compared with the rate charged in England it is high?—Yes, it is; but it was a rate that was quite new to us in Ireland.

6893. (*Mr. Horsfall.*) Are you aware that the London and North-western Company carry coals at a halfpenny a ton per mile?—I was not aware that it was so low as that. Such a reduction as that would be a great blessing. The perils to fuel are next to the perils to the potato. A dearth of good turf is nearly as bad a misfortune as a dearth of potatoes.

6894. (*Chairman.*) Can you state whether the through goods rates, of which you complain as injurious to the Dublin merchants, are the result of arrangements between the English railway companies and the Irish railway companies, or between the Irish railway companies and the steamboat companies?—Generally speaking, the English railway companies, the steamboat companies, and the Irish railway companies are parties to those through rates, and they must be to complete the communication; it is the rivalry of the English railway companies and the excessive competition that exists between them which have produced these through rates.

6895. The through goods rates, of which you complain, are chiefly from Liverpool, are they not?—Yes; and from Manchester and Yorkshire.

6896. (*Mr. Horsfall.*) For goods shipped at Liverpool?—Yes.

6897. (*Capt. Galton.*) Do the goods you have spoken of, that go to Athlone, go by the railway or by the canal?—By the railway. I make no complaint whatever of any water facilities. The canal competes with the railway at something like 10 per cent. under in every case; but the time occupied amounts to quite the difference.

6898. Of what class of goods are you speaking particularly?—Of sugars and teas; colonial produce; and almost everything you can name; drapery goods.

6899. (*Mr. Ayrton.*) Are the goods that you speak of, which are conveyed to the centre of Ireland, carried through Dublin?—They are.

6900. Can you furnish the Commission with a statement of some of the principal rates charged?—Mr. Bewlay, who will appear before the Commission, will furnish those particulars.

The witness withdrew.

Mr. A. Parker.
—
28th June 1865.

Mr. T. Bewlay.

28th June 1865.

Mr. THOMAS BEWLAY examined.

6901. (*Chairman.*) You are a merchant in Dublin?
—I am.

6902. You are able to speak as to the discrepancies between the through rates *viâ* Dublin and the inland rates from Dublin?—The arrangements made by the English companies for the transmission of goods by the Irish railways are such as to be exceedingly detrimental to the mercantile interests of Dublin, and they are invariably made, so far as I am aware, for the interests of the English lines, but not with regard to the Irish traffic. I will give the Commission two or three illustrations of this state of things. I hold in my hand bills which have been forwarded to me from Castlebar, in the west of Ireland, of the carriage of sugar from Liverpool to Castlebar. These bills are at the rate of 20s. per ton from Liverpool to Castlebar *viâ* Dublin. The Dublin merchant is charged for his sugar, sent to Castlebar, at the rate of 27s. 6d. In another case my firm sold to a merchant in Limerick, some short time since, a large parcel of tea. My business is entirely in the East and West India and China trade. The merchant in Limerick, in paying for it deducted 6d. per chest, stating that the freight by railway from Dublin to Limerick was 6d. more than from Limerick to Liverpool *viâ* Dublin, although passing over the same railway. These instances might be multiplied *ad infinitum*.

6903. (*Lord Stanley.*) Can you give the Commission any explanation of this?—I am unable to do so, except that it in part arises, I believe, from the rivalry of the competing lines, between the Great Western Company and the London and North-western Company, consequently they make arrangements for carrying goods at very low rates.

6904. (*Mr. Glyn.*) But how does that affect you in Ireland?—They carry at very low rates from Liverpool and Manchester in order to induce the Irish trader to purchase his goods in those ports instead of in other places, and going over the southern line of the Great Western Company.

6905. You mean going by Bristol?—Yes.

6906. (*Capt. Galton.*) I can understand that with regard to the conveyance of goods from England to Limerick, but when you speak of the town of Castlebar, which is entirely on the Midland Great Western, how is that affected by it?—I do not think it applies in that case. I cannot explain the cause of the arrangement, except in this way, that there is steam communication with the West of Ireland direct from Liverpool, and it is done to compete with that.

6907. Do the steamers go to Westport?—Yes; and the same remark applies also to Sligo, to which place they carry goods.

6908. (*Chairman.*) Are there regular steamers running between Liverpool and Westport and Liverpool and Sligo?—Yes, there are.

6909. (*Capt. Galton.*) That, you think, would account for the reduction made?—Yes; but the effect upon the Dublin merchant is ruinous.

6910. (*Mr. Ayrton.*) Then the Midland Railway Company must be carrying at very low rates to enable them to deliver goods at Castlebar so cheaply?—They carry at very low rates when they pass through Dublin from Liverpool, and we say that they should carry at proportionately low rates from Dublin, that is to say, if they can afford to carry at low rates through Dublin, they ought to carry at low rates from Dublin direct, in order to give the Dublin merchant the natural advantages of his position, whereas they charge additional rates.

6911. (*Mr. Horsfall.*) Do you know what the freight is from Liverpool to Westport?—No.

6912. (*Mr. Ayrton.*) They must allow the steamboat companies something out of their rate to induce them to take the goods?—Certainly.

6913. What injury does that do to the people at Castlebar?—None whatever.

6914. It must be rather a benefit to them?—Yes.

6915. Why should not the people in Castlebar be as much considered as the people in Dublin?—They are quite entitled to that consideration; but the argument that I use is this, if you can afford to carry from Liverpool and over the railway from Dublin at such a rate, you should carry at a proportionately reduced rate for the shorter distance from Dublin only, whereas they add to it. I may give the Commission another instance. Refined sugar is manufactured to a great extent in Glasgow, that is the great emporium of the manufacture, and that sugar is delivered in Limerick and in Cork, *viâ* Dublin, at the same rate as is charged from Dublin to Cork and to Limerick.

6916. Would not the only effect of the Midland Railway Company raising its rates to a higher standard be to send the traffic all round by sea to Castlebar instead of taking it through Dublin?—Precisely.

6917. Then, in point of fact, Dublin would not be benefited by raising the rate charged?—No. I want a reduction.

6918. Supposing that they think they cannot afford to make a reduction, but, on the contrary, that they must raise the rate, then nobody would be benefited?—No; but I argue that they prove, and they admit, that they can afford to make a reduction, because they carry goods from Liverpool through Dublin at a very low rate, which they would not do, I suppose, except at a profit.

6919. (*Mr. Glyn.*) Are you aware that in many cases the Irish railway companies charge the Great Western and the London and North-western companies what they call local rates upon the Irish portion of the line?—I am not aware of the arrangement that exists between them.

6920. (*Mr. Horsfall.*) Can you state what is the mileage rate on goods from Dublin to any other point?—I will give the Commission one striking instance of that. There is a prosperous mining company in Ireland, of which I am a director, and which raises large quantities of lead and copper ore, and in addition to that we have extensive smelting works for lead in the neighbourhood of Dublin.

6921. (*Capt. Galton.*) Obtained from the Wicklow Mountains?—Yes; and besides this, we are large purchasers of ores in the English market, which is brought to Ireland and smelted at our works. We often have to send considerable quantities of manufactured lead and pig lead to various parts of Ireland, and we send this from Dublin to Belfast for 12s. per ton, a distance of 104 miles, which is a penny and three-eighths a ton per mile; but to Newry the charge is 15s. per ton, which is but a distance of 69 miles; and it is at that rate, 2d. and six-tenths of a penny per ton per mile, which is nearly double the amount charged in the other case, and the reason is that there is steam communication to Belfast, so that they carry to the more distant place at by far a lower rate, nearly at one half.

6922. Is there not also steam communication with Newry?—No; the effect of this is that our company can ship lead to Liverpool and return it by steamer from Liverpool to Newry at a lower rate than the direct carriage by the railway to Newry.

6923. That you cite as an instance of the want of foresight on the part of the railway company in allowing that traffic to escape them?—Yes.

6924. (*Mr. Horsfall.*) While this competition may operate injuriously to you, to other parties it proves beneficial?—Yes; and what I want to advocate is the importance to the commerce of Ireland of a considerable reduction in the rates charged for carriage. A poor country cannot afford to pay the same rates that a wealthier country can; and I do not believe that it would be possible to confer a greater boon upon the people of Ireland than by making a reduction in the rates charged for carriage, and especially for passengers.

6925. Would a reduced rate, in your opinion, materially increase the production of these ores?—No, I do not think it would have much effect in that way.

6926. (*Capt. Galton.*) From your works, is it more convenient for you to put the ores upon the railway than upon a steamboat when you are sending them to Newry?—They are pretty much alike in that respect.

6927. Do you carry the ores to the railway and carry them to the steamboat in your own carts?—We send the ores either to the steamboat or to the railway station, as the case may be, in our own carts.

6928. What quantities do you send?—From one to three and five or seven or ten tons, according to the order received. Sometimes pig lead is sent in very considerable quantities, from 10 to 30 tons.

6929. Do you send it in larger quantities to Belfast than you do to Newry?—I cannot answer that question from memory.

6930. (*Mr. Horsfall.*) Your complaint is, not only that the rates are too high, but that they are unequal?—Precisely so. There is another point that I wish to bring before the notice of the Commission, and that is the importance of a reduction in the rates charged for the carriage of coals into the interior of the country. The greater amount of the fuel consumed in the interior of the country is turf; that in past times was not a costly fuel when the labour of the peasant was only worth 2d. or 3d. a day; but now that labour has become worth a great deal more, from 1s. to 1s. 6d. a day, turf has become a very costly article of fuel, so that in wet seasons the peasantry suffer very considerably from the want of fuel, and I believe that no greater boon could be conferred upon the peasantry of Ireland than to carry coals from Dublin and other ports into the interior at very low fares; for I know that the consumption of coals in the interior of Ireland has greatly increased. I have acquaintances and friends living in the central parts of Ireland, and I know that 20 years ago the ordinary fuel that was used was the turf of the country; but now, to a great extent, they use coals, and if they could be carried at a farthing a ton per mile instead of a penny a ton per mile, there would be, I am sure, a very great increase in the consumption of coals.

6931. (*Capt. Galton.*) At what price is coal delivered at your works near Dublin?—To the smelting works we cart it entirely from Kingstown.

6932. At what price do you obtain it at Kingstown?—At about 12s. a ton.

6933. What distance are your works from Kingstown?—The works are five miles from Kingstown, and it costs us about 3s. 6d. a ton to cart it from Kingstown to the works.

6934. Then when brought to the works it costs you about 15s. 6d. a ton?—Yes.

6935. At what price would it be delivered at any railway station, from which it might be conveyed into the interior of the country?—I do not quite understand the question.

6936. Is not one of the material requirements as to the coal trade this, that the means of unloading it and placing it on the railways should be much cheapened?—Yes, and that is a matter of great importance.

6937. Would not that have as great an effect in reducing the price for a distance of 50 or 60 miles as reducing the tolls one half?—I think it would. Our mining company possess in the county of Tipperary extensive collieries, which produce anthracite coal, and we have an agreement with the Great Southern and Western Company that they shall carry the coal for a penny a ton per mile for every distance exceeding 30 miles and upwards.

6938. At what price do you get that coal delivered at your smelting works?—It is not used at our works, it is principally used in the interior of the country for lime burning, mostly culm.

6939. At what price is it sold at the pit's mouth? *Mr. T. Bewley.*
—From 5s. to 6s. a ton.

6940. Then that could be delivered for a distance of 30 or 40 miles for 9s. or 10s. a ton?—Yes.

6941. Are these coal mines on a line of railway?—No, they are some miles from it, and the coal has to be carted first to the nearest station of the railway.

6942. What does that cost?—I think that costs about 2s. a ton.

6943. How many miles is it to the station?—12 or 13.

6944. It has not been worth your while I presume to make a branch railway?—No, I fear that there is not sufficient traffic to warrant it; the consumption is not very large, and if it were to go any considerable distance we should come into competition with the Welch anthracite coal, which is landed at the ports of Waterford to Cork.

6945. Do you know at what price?—Yes, 6s. or 7s. a ton.

6946. At a lower rate than you can put your own coal on to the railway, for instance, at Thurles?—No, probably our area of consumption would cover a radius of from 30 to 40 miles round Thurles.

6947. At what price can you put it on to the railway there?—At about 7s.

6948. (*Chairman.*) But this coal is not suited for domestic consumption?—No, it is mostly used for the purpose of burning lime, to manure the land. In illustration of the value of railways for conveying coal into the interior of the country, I may mention that I got only a short time since, from the custom house at Dublin, an account of the imports of coal into Dublin for the three years 1850, 1851, and 1852, and the average amounted to 395,000 tons. For the years 1860, 1861, and 1862, they amounted to an average of 617,000 tons, showing an increase in the course of 10 years of 56 per cent., and this chiefly owing to the facilities afforded for transmission into the interior.

6949. Are you able to state that a large portion of that coal goes into the interior of the country?—I am quite certain of it, speaking from my own knowledge of its consumption there.

6950. (*Mr. Horsfall.*) At what rate is that coal carried per ton?—A penny a ton per mile.

6951. Do you think that if that rate was reduced to a halfpenny a ton the quantity carried would be doubled?—I believe that it would be enormously increased. It is a very heavy item for distant carriage, a penny a ton per mile on a cheap article like coal.

6952. (*Mr. Ayrton.*) Can you give the Commission any instances to show that the present charges on merchandise repress or prevent traffic being carried on, comparing the value or the market price of goods at one place and another?—No, not within my own knowledge, but I have heard a good deal of it.

6293. (*Chairman.*) Are there any other points connected with Irish railways to which you wish to call the attention of the Commission?—I wish particularly to mention the importance, in a political, in a social, and in a commercial point of view, of a general reduction being made in the fares charged for passengers. I believe that if a very large reduction took place, within a very few years the increase of the traffic would be so great as to bring up the income to an amount greater than the present amount, for, as I have said, a poor country cannot afford to pay rates that a wealthy country can afford to pay, and yet our rates per mile for the first, second, and third class passengers are very similar to those charged in England.

6954. (*Lord Stanley.*) Have you come to any conclusion as to the prospect of such a reduction being remunerative to the railway companies in the long run?—If the reduction made was sufficiently great, I believe that in a very short time the income would exceed the present amount.

6955. What amount of reduction, speaking roughly do you consider would be sufficiently great for that

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purpose?—I would carry third-class passengers for two-tenths of a penny per mile, second-class passengers for four-tenths of a penny per mile, and first-class passengers for seven-tenths. I would carry third-class passengers five miles for one penny, and second class two and a half miles.

6956. What per-centage of reduction would that be from the present charges?—I think it would be between a fourth and a fifth of the present rates.

6957. That would be a reduction of 75 per cent.?—Yes, from 75 to 80 per cent., and I believe that that would be more successful than if you took off 25 per cent.

6958. Would there not be an interval of time during which it would not be remunerative?—I think it would recoup itself in three years, and probably in half of that time.

6959. But during those three years who do you propose should make up the deficiency?—I should like to see it made up by the legislature, guaranteeing something like the present income, and if that was done I do not think that a few hundred thousand pounds could be spent in a better way.

6960. Do you consider that it might be made up by a special tax to be levied upon Ireland only, either in the way of income tax or some other mode?—I should prefer that it should come out of the general funds of the United Kingdom, but I should be willing to have it in the shape of a special tax upon Ireland.

6961. You do not contemplate that England and Scotland should contribute out of their taxes for any loss that might arise from a reduction in the Irish railway fares?—I believe that England and Scotland would be benefited in a far greater proportion ultimately than they would be taxed.

6962. If they were willing to be taxed for the purpose, why not try the experiment there?—Ireland is a much poorer country, and therefore the effect would be more striking. England can afford to pay while I do not think the poor people of Ireland can pay. I am persuaded that the true source of profit in Irish railways is to be found among the third-class passengers; but the directors of Irish railways throw every difficulty they can in the way of conveying third-class passengers. On the Great Southern and Western line there are five trains which leave Dublin daily, carrying first and second class passengers, and the result is, that by those five trains they carried in half a year 148,000 passengers, and the income was 60,900*l.* in round numbers. They run but two trains daily by which they carry third-class passengers, and yet by those two trains, running at most inconvenient hours, they carried 243,000, and the income was nearly 35,000*l.* as against 60,900*l.* derived from the carriage of first and second class passengers in five trains.

6963. I will put this to you:—Suppose the experiment to be tried as you have suggested, and suppose that it answered, in so far as it was a benefit to the country, which it no doubt would be, and that it produced a considerable increase of traffic; but suppose that that increase of traffic was still not sufficient to make up, or nearly so, the deficiency produced by the reduction that had been made, do you not think that, in that case, there would be a very heavy pressure put upon the State still to continue those low rates, although the railways would be thereby worked at a permanent loss?—I think that such a pressure, if I can imagine such a contingency occurring, would be put upon the legislature; but I cannot imagine the possibility of such a contingency in the long run. I should like to mention to the Commission a circumstance which occurred about three years ago, and which I think illustrates this matter. I was travelling with some members of my family from Glengariff in Bantry Bay. I was posting to Cork in the afternoon of a summer's day, and we stopped at Macroom, which is a miserable little town about 24 miles from Cork, to change horses. After leaving the town we met with one of the long cars which are common in the south of Ireland, and this was crowded with passengers. I

was astonished to see such a crowd standing round the driver, and I asked our driver the cause of it, and he said that there was an opposition started, and that we should meet in a few minutes another car just as much crowded as the other, and so in fact we did. There were no fewer than 72 passengers coming out from Cork on that summer's evening to Macroom, which of itself was a miserable place, all of them having gone into Cork in the morning, and the driver informed me that before the opposition had been started there had not been a sufficient number of passengers to give profitable employment to one car.

6964. (*Capt. Galton.*) At what rate were they carried?—For 1*s.* for 24 Irish miles, or 30 English miles. Our driver said if any old woman wanted to buy a petticoat, or a man wanted to buy a pair of brogues, they would go into Cork to buy them, as they would have a wider range for selection.

6965. (*Mr. Dalglish.*) Did you make any inquiries as to whether the opposition proved profitable to the car owners?—I only spoke to our driver.

6966. Did you learn from him whether it was successful?—Yes. Every day it was the same.

6967. Was it profitable to the proprietors?—Yes; indeed they could not carry all the persons who applied to be carried. They were carrying the passengers at the rate of about one-third of a penny per mile.

6968. (*Capt. Galton.*) And that was remunerative to the car proprietors?—Yes.

6969. (*Mr. Glyn.*) Does the same system of running cars prevail in other parts of Ireland?—Yes; they are very general over the south and western parts of Ireland.

6970. And also in other parts of Ireland?—Yes, as far north as Sligo. Mr. Bianconi used to run them, but he was obliged to discontinue them.

6971. He was driven off by the railways, was he not?—Yes.

6972. (*Mr. Ayrton.*) Is the railway opened yet from Macroom?—I think not.

6973. (*Lord Stanley.*) In your opinion is not the greater cost of travelling upon some of the Irish railways due to the lines having been made in districts where there is not sufficient traffic to make them remunerative?—Yes, I think that is the case; that they pass through districts in which the people cannot afford to use the railways, and I want to have them made cheaper to enable Irishmen to ride rather than to walk; then I am sure they would use them. I have no doubt that very low rates would induce them to do so.

6974. Is there not a considerable decrease of population still going on throughout the southern and western counties of Ireland?—Yes; but still we have a very large population. Although wages are only from 1*s.* to 1*s.* 6*d.* a day, we cannot say that we are deficient in population, and I think that any person visiting Ireland could not fail to be struck in Dublin and in other places by the numerous noble structures which have been erected in the last few years. I mean Roman Catholic places of worship; and a Roman Catholic gentleman of high authority, and a most intelligent man, informed me that it was not from legacies or donations that these were built, but that the money necessary for their erection had been produced by the penny a week of the poor, and I think that that furnishes an analogy to what you might expect to have on the railways.

6975. (*Mr. Ayrton.*) Do not a great number of people travel third class in Ireland who, in this country, would travel second class?—There may be some who do so; but, so far as I have observed, I think the people like generally to associate with about their own class. It is rare that you will see, on the other hand, a second-class passenger go into a first-class carriage, and I do not think, as a rule, except in cases where the circumstances of the parties demand it from them, that you see a person travelling in a class below that to which their natural position would take them.

6976. (*Capt. Galton.*) Why do you think it would be necessary to reduce the first-class fares?—Because I should like to promote intercourse between the various classes of the people. I believe that that would be socially and politically a great benefit. In various parts of Ireland the populations in small towns are grouped together, and they have little or no intercourse with other places; whereas I should like to induce and encourage extensive travelling among the upper classes through the most distant parts of the country. If you take Clew Bay, or round about Sligo, there is some of the most beautiful scenery to be found there, and if persons who wished to go to watering places in the summer time could be carried at low fares, I have no doubt that you would find hotels and houses springing up there in abundance.

6977. (*Mr. Ayrton.*) Is there no pleasure traffic in Ireland?—Very little. The same remark applies to Kinnaree and to Bantry Bay; no one goes to those places.

6978. Is it not the custom of the railway companies in Ireland to run excursion trains as they do in England?—They do occasionally; but I contend that we should have them every day in the year, and then you would have a much larger traffic.

6979. (*Capt. Galton.*) Do you know of any instances in which people travel by car, even where there are railways, because they can go at a cheaper rate?—I might give a very striking instance. Between Dublin and Kingstown, on one side of the railway, there are omnibuses running every day profitably, I believe, from Dublin to Kingstown in competition with the railway; by the omnibus the fares are 4d. and 6d.; by the railway the fares are 6d. and 8d.; that is, for second and third class; inside the omnibus it is 6d., and outside the omnibus the fare is 4d. from Dublin to Kingstown. Then on the other side of the railway there are two steamers plying backwards and forwards at the same rates as those charged by the omnibus, 4d. and 6d.

6980. May not that be attributed to the fact of the omnibuses running farther into the town, the distance being very short to Kingstown?—Yes, part of it may be attributable to that.

6981. Do you know of any other instance besides that where there is so large a population all along the road?—No, I do not.

6982. (*Chairman.*) Do you know of any instance in which goods are sent by car along the road in preference to sending them by railway?—No, I do not; but I know of instances of cattle being driven along the road. I heard a gentleman in Dublin, who goes down to visit his farm, which lies in the centre of Ireland, in the County of Westmeath, say that he drives backwards and forwards himself in his own gig instead of taking his gig and horse by the railway.

6983. (*Mr. Horsfall.*) What distance does he drive?—I think it is about 65 miles.

6984. (*Lord Stanley.*) But is not that a matter of pleasure as much as of economy?—No; it was the rate charged that prevented him. He stated that the charge was about 5l. backwards and forwards.

6385. (*Mr. Ayrton.*) That would be the charge for his horse and his gig and himself if carried by

railway?—Yes; and he preferred, instead of paying 5l., to drive down. But he said that he would be quite willing to pay 2l. or 3l.

6386. Would you have the rates such that it would be more economical for a man to have his horse and his gig and himself carried by railway than to travel by his own horse and gig?—I think it would be a very great advantage.

6987. (*Chairman.*) Have you anything to add to what you have already stated?—Yes. A curious circumstance occurred last year, showing the disadvantage under which the peasantry in some parts of the country labour from not being able to bring their produce to market. I am a member of the port of Dublin Corporation, which performs similar duties to those which are performed by the brethren of the Trinity House in England, having the care of the lighthouses and buoys round the coast; and in going last year round Ireland inspecting the different lighthouses, we put into the little harbour of Killyhegs in Donegal; the coast-guard officer was invited to dine with us, and it was most amusing to witness the gratification which he showed upon seeing a piece of roast beef. He stated that he had been ringing the changes upon chickens and bacon, and bacon and chickens, for some months past because he could get nothing else.

6988. (*Lord Stanley.*) That is the most out of the way district in Ireland, is it not?—It is. It is beyond that projecting headland, which is to be seen on the map; there is a little port inside it, and it is about 30 miles from the nearest railway station, which is to be reached by Ballyshannon over the mountains. This coast-guard officer stated that such was the difficulty in finding a market for the produce of the place, that fowls and chickens of good size were procurable at Killyhegs for 1½d. each. We took on board a considerable quantity, and really they were such that with a few days' judicious feeding no gentleman would be ashamed to see them on his table.

6999. (*Mr. Ayrton.*) Would it be an advantage, do you think, to have cheap lines of railway carried to those places?—I believe it would be a very great advantage; I wish very strongly to impress upon the Commission the importance of this matter, that if a reduction of the rates and fares be recommended, it should be a very large one, for I believe that the greater the reduction the greater will be the success. I think that that may be illustrated by the penny newspaper, and the penny postage stamp. I think we may also look to the consumption of tobacco, from which we derive nearly 6,000,000l. a year. Any person who may look at the entries at the custom house may see entries of cigars; but it is the hogs-heads of tobacco that bring in the greater part of the 6,000,000l., and this is chiefly consumed by the lower classes.

6990. (*Lord Stanley.*) I believe the tobacco duty is the heaviest in our whole tariff?—Yes. I wish to show that income is derivable from the millions, and that they are the true source of income.

6991. (*Mr. Horsfall.*) Do you mean to say that if the tobacco duty was reduced one-half, the revenue would be the same as it is now?—I should be afraid to give an opinion upon that.

The witness withdrew.

Mr. JOHN BAGOT examined.

6992. (*Chairman.*) You are a merchant in Dublin?—Yes.

6993. Are you prepared to make a statement to the Commission as to the inequalities of the rates and charges on the Irish railways both for goods and passengers?—Yes.

6994. Will you proceed to do so?—One thing that we complain very much of as merchants is the great inequality in the charges, and also that the through rates are most injurious to our trade in Dublin; in fact, the parties can get *via* Dublin or through Dublin goods delivered in the inland towns of Ireland as

cheap or cheaper than they can get them delivered from Dublin to those towns. We consider that that is most injurious to us, and that it saps and undermines our trade, in fact, we frequently are obliged to send our goods to other ports in England and have them stored there and reshipped in order that they may be delivered to the western parts of Ireland cheaper than we can have them delivered from Dublin. Our direct import trade or foreign trade is undermined. We have to complain of the very high rates that are charged on the railways in connexion with our travellers, they are a great bar to more frequent visits being paid to various towns

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in Ireland; many towns they would visit three, four, and five times more than they do if the railway charges were more moderate than they are. We also have a very serious drawback in not being able to have our customers more frequently up from the country towns to visit us for the purpose of selecting their own goods, to judge for themselves, and to be able to come and return quickly. At the present time, in some cases they are not able to come and return on the same day. A case came under my own notice only the other day; a gentleman engaged in business in Dublin wanted to send a number of men down to Tralee in order to set up a brewery, but they found, when he got as far as Mallow, his men could not get on any further, and they were obliged to lodge in the town, and get on the next day, although there were first-class and second-class trains running from Dublin to Tralee on the same day, yet there were no means for the third-class men to go on, and it was a great loss to the men in consequence.

6995. (*Capt. Galton.*) Could not they have gone on second class rather than bear the expense of their lodgings?—The person to whom I have referred was not aware of it then, and it was too late. I do not think it would have been worth while; they might have got lodgings for 2s. or 3s. in the town, but the difference between the second-class fare and the third-class fare would have been more than that. This was attended with great delay and inconvenience. Then I may mention that a merchant can get his goods delivered in Carlow, *via* Dublin from Liverpool, within a very small sum, as cheaply as we can get them carried from Dublin to Carlow. In fact it only allows for cartage and the sea fare the sum of 2s. per ton, so that, in fact, the customers in Carlow, instead of coming to Dublin, are driven away from Dublin, and they go to Liverpool. The Liverpool market may be sometimes a little better for them, but this naturally turns the scale, and they are driven from us to Liverpool.

6996. (*Lord Stanley.*) That is the effect not so much of the railway charges as the nature of the market and the much greater trade that is carried on at Liverpool?—It is entirely the effect of the railway charges.

6997. (*Mr. Ayrton.*) Will you mention the charges upon which your statement is founded?—Indian corn is delivered from Liverpool *via* Dublin for 12s. into the town of Carlow, whereas the charge from Dublin to Carlow is 10s.

6998. (*Chairman.*) What is the freight from Liverpool to Dublin?—About 8s., besides cartage through the city.

6999. (*Mr. Ayrton.*) Can you give one or two other items?—Formerly goods were delivered in the town of Bagnalstown, also in the county of Carlow, and they were delivered from Dublin to Bagnalstown without classification for 7s., but since that time, in consequence of an arbitrary classification, they range from 8s. 6d. to 18s. 6d., and the company refused to supply classification lists, and there are no means of checking those bills, so that parties are completely at the mercy of the railway servants. Two days before I left Dublin I sent my clerk to two of the railway companies. I sent him first to the Great Southern and Western, to ask them for a tariff of prices, and I also sent him to the Midland Great Western Railway, which runs to Galway, for a tariff of prices, but they had none; neither of those companies had anything of the kind.

7000. (*Mr. Glyn.*) Have they no published tariff of prices?—No, we never can get proper tariffs of prices, and we are entirely at their mercy as to what they charge. If goods happen to be denominated by different names, they are often charged different prices, for instance, take the case of seed corn; if it is marked "corn" it is charged one price, but if it is marked "seed corn" it is charged a higher price. If it is marked "seeds" it is charged higher again, and it leads to what is not proper, *viz.*, the parties

sending seeds into the country mark them all "corn," and in consequence of that they go at a low rate. There is another matter of which we have greatly to complain, the inequality of rates for carrying small parcels. Some railways will not take any package under 56 lbs. weight without denominating it a parcel; some of them now have been taking 28 lbs.; and even within the last few weeks a new light seems to have broken in upon them, for they have reduced that, and the consequence is, that when we get an order for a small parcel of goods, and this applies to gentlemen in the seed trade, who are constantly written to by gentlemen in the country to send them certain portions of seed in a hurry, if the package should be under 56 lbs. it is charged a very high rate for the carriage; if it should be over 56 lbs., then it goes in as luggage, and the consequence is that we are obliged to do this,—if we get an order for a parcel that weighs 42 lbs., or 40 lbs., or 36 lbs., we make it into a package, and we put stones or bricks at the bottom of the package, so as to make it up to 56 lbs., and then it goes for 10d. or 1s., or 1s. 6d.; but if we did not put those stones in it would cost 3s. 6d., 4s., or 5s.

7001. (*Lord Stanley.*) What is the explanation of that difference in charge?—We never could get any, and we never can, hardly, get any explanation in Ireland; they give us a regular stereotyped answer, that they will take it into their consideration; they say that they must fix the weight at some point. This week I have learned that the Great Southern and Western Company have fixed their weight for packages at 28 lbs., and the Midland Great Western have fixed theirs at 56 lbs. These are the two railways running from Dublin, and they have a different system and different plan altogether; we are not obliged to use so many stones in the case of the Great Southern and Western as in the case of the other railway, and what we should like would be that there should be a proper tariff for the carriage of parcels commencing, say, at 7 lbs. and going on to 14 lbs. and 28 lbs., to be charged according to the distance carried. I should be glad if the system adopted in the case of the penny postage was carried out, so that they would carry for a short distance as for a long distance, or that it might be divided into 50 or 100 miles; but we have never been able to accomplish this; we can get no redress, and they will sometimes hardly listen to us. It would be a great advantage if our customers and the working classes could be brought to Dublin and be taken back again at low rates. I will take, for example, the rate charged upon the London and North-western Railway, and this is what we want in Ireland. A man can go first class from Dublin to Wigan for 6s., that is including the sea fare, 2s. 6d., across *via* Holyhead; then he can be carried through Chester to Wigan for 6s. The consequence of this is, that a number of working people, labourers and harvest men, go in this way; but in Ireland there is no such thing, for our people are shut up in the towns in which they were born, and they cannot get out of them; there they are mixed up, and there are no means of giving them improvement or enlightenment, or the means of earning their livelihood in any way. I made a memorandum in Dublin as to the inequality of the charges made on the same railway; for the sum of 5d. they carry for a distance of 25 miles a certain article of commerce, and they charge 5d. for 36 miles, and they charge 5d. for 51 miles, on the same railway.

7002. (*Capt. Galton.*) Do you mean on the same part of the railway?—Yes.

7003. At what places are these charges made?—From Newbridge 25 miles; from Maryboro' 51 miles; from Monastereven 36 miles; for a certain article of commerce they charge the same rate. I am now referring to a large soda water manufacturer, and this is the charge for a hamper of soda water.

7004. Would not the effect of that be, that the soda water would be sold at the same price at the different places?—It is a great drawback to trade, and the object of this is to show the inequality

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of the charges upon the same railway for the same goods.

7005. Is not the effect with regard to the soda water this, that each retailer of the soda water who has it sent to him at the same price gets the same profit out of it at each place?—The price is fixed; there is no rule as to profit.

7006. The soda water is delivered at the same price at the three places?—Yes.

7007. If the railway company can afford to carry it at that price, the man who lives farthest off receives it for the same charge?—No; the three towns pay different rates of tariff for the same article.

7008. Different rates per mile?—For the same sum they will deliver a certain parcel, carried 51 miles for 5*d.*, also for 25 miles for 5*d.*, and also for 36 miles.

7009. Just as the post office will carry your letters?—Yes.

7010. (Mr. Ayrton.) And that is the system which I think you said you desired to see established?—One of the things that I understood this Commission required me to show was the inequality of the charges upon various kinds of goods; what use they may make of it, it is not for me to say.

7011. (Chairman.) I understood you to say that you were in favour of the adoption of the same system as to parcels carried by railway as that which is in force at the Post Office?—Yes, decidedly; but railway parcels come under the head of merchandise.

7012. (Mr. Horsfall.) Are you aware whether any of the Irish railway companies give a preference to particular parties?—I have heard that they do, and I think that is one of the reasons why they will not give a published tariff of prices; any person going and speaking to them, and making an interest with them, can often get things carried at a certain rate, and if he has a larger quantity of goods to send than another, he may be able to make a special bargain. What we desire is, to have a published tariff of charges.

7013. (Lord Stanley.) Do you think there is anything unfair in the same rule being adopted in railway matters that is adopted in other transactions, that the wholesale dealing should be done at a cheaper rate than a retail?—I do not think it ought to be so in railway carriage.

7014. Do you think that, in matters of trade, any customer who comes to buy a few ounces of sugar would have a right to complain because he or she paid for it at a higher rate than the man who purchased a hundredweight?—I think that if a man comes to buy a chest of tea, he should get it as cheap by the chest as if he bought six chests.

7015. (Mr. Ayrton.) Do you think that a man who sends a parcel has a right to have it carried at the same rate as the man who sends a whole truck load?—No. I do not indeed. What we want is a moderate rate for parcels to be settled according to weight, beginning at 7 lbs. and going on to 14 lbs. Of course they could not deliver a parcel weighing 7 lbs. at the same proportionate rate as a ton weight of pig iron, but we complain of the inequality, and the difference in the charges upon various lines. Then again we complain very much of the break in the railways; for example, if we want to go to Derry we must go over four lines, and sometimes the trains do not meet, and then you are left there for the night.

7016. (Mr. Ayrton.) Have you reason to believe that persons, under precisely the same conditions as to distance and quantity of goods, do by favouritism or intrigue get their goods conveyed at rates more favourable to them than other persons?—I should not like to go so far as that, but I believe that there are special bargains made with some parties, which I think is unfair to us traders. I think that there should be a tariff for every man to look to, whether he knows his business or does not, whether he is a stranger or any one else.

7017. (Mr. Horsfall.) You have spoken of the hardship upon parties who employ travellers to go

round particular districts. Do not the railway companies issue contract tickets for six months or a year?—It is very seldom, because the rates are so much; the amount is so large, and so much out of the way. I remember the case of a gentleman who wanted some time ago to obtain a yearly ticket to take him to Athlone, and I think he was asked 72*l.* for it. Supposing that he went every day, except Sundays, he might pay a comparatively small sum for each trip, but he could not afford to pay 72*l.* out of his pocket. We think that if the railway fares were reduced it would materially add to our business, and bring us much more in contact with our customers; and I have no hesitation in saying that the revenue, in the end, would not fall off; it might at first, but it would very soon be brought up.

7018. (Mr. Ayrton.) Can you give any other instance, besides the single one you have already given, of Indian corn being conveyed to Carlow, the rates from Liverpool being to the same place in Ireland less than from Dublin to that place?—There is a house in Dublin which gets one description of goods carried from Dublin to Cork for 5*s.* 4*d.* per hogshead, and the charge for another description of goods is 10*s.* 11*d.* per hogshead; one article is ginger cordial and the other is ginger wine. There is really no difference in the value, but one has a greater name than the other.

7019. What is the selling price of the article?—Perhaps 5*s.* a gallon each, but one has a nicer name than the other, consequently it comes under a different tariff, although of precisely the same value and weight.

7020. It comes, I suppose, under a different classification?—They put it under a different classification. On some of the short lines near Dublin they have been gradually raising the rates; in fact we pay more now for parcels on the Dublin and Kingstown line; in some cases double.

7021. Is it not the practice on that line to carry all the parcels free?—Yes, small parcels, such as marketing parcels for your own personal use. If you are a yearly subscriber, they will carry your market basket free. Running by the side of this Dublin and Kingstown line, there is a four-horse coach every day, which carries passengers cheaper than the railway; it has been running for two or three years, carrying parcels and passengers.

7022. (Chairman.) Does it run frequently in the course of the day?—Yes. It runs right along by the railway. They will carry you outside for 4*d.*, and the railway company charges 6*d.* third class.

7023. (Mr. Horsfall.) That coach probably picks up intermediate passengers?—It may get some, but it runs rather too close to the railway, I think, for for them to be of much value or avail. I think it arises altogether from the difference of the fare charged; to the poor people a difference of 2*d.* is a great consideration; they prefer to save the 2*d.*

7024. (Mr. Glyn.) What has been the increase in the rates charged between Dublin and Kingstown?—I do not know, but they do not carry much goods.

7025. You said, I think, that they had raised the rates lately?—Yes, but they do not carry many goods, the line is too short.

7026. (Mr. Ayrton.) Would you propose that the railway company should be compelled to charge a lower fare than the proprietor of the coach in order to prevent the latter from carrying on his business, or that the Government should make the railway charge less than that charged by the proprietor of the coach, and thus enable the company to stop the man's business?—I think that the general good that would arise from a very serious reduction in the railway fares would completely outbalance any small evil that might be done in other respects. I look upon it as a most popular movement, and that it would be of immense benefit even with regard to the feeling of the people of Ireland towards this country, and towards the Government. I think they would feel that the Government were in fact looking after

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their interests, and were doing a thing that would substantially benefit them. We want them to enable the people to talk of other things than they do, to enable them to be industrious, and enable them to bring their little commodities from one town to another for sale. The article of fish is a very important one, and we want them to be able to carry their fish from the sea ports to all parts of the country inland.

7027. Have you any information to give the Commission to show that anybody is prevented from sending fish into the interior of Ireland?—I have not, except that I heard last week that the rates charged for the carriage of herrings from Arklow is 13s. 9d. per ton to Dublin.

7028. Does that prevent the people in Dublin from eating herrings?—No, I do not think it does, but we have a very large fishery in Howth. I think that a reduction of the rates charged would cheapen food.

7029. Would the difference in charge be appreciable in the consumption of herrings?—I think it might be; when herrings are put into barrels, they charge 2s. 4½d. per cask, which is equal to 1l. 3s. 7d. per ton; this is for a distance of 49½ miles. I am a partner in the house of Bagots, Hutton and Co. of Dublin. We are in the wine, spirit, and tea trade. The result of all these railway overcharges and discrepancies, and want of proper legislation is that we are obliged generally to pay half of the carriage on the goods to most of our customers. I dare say that affects our income to the extent of perhaps 200l. a year. We are obliged to do that, so as to be able to balance it; it is so enormous that we are obliged to balance it ourselves.

7030. That is in sending goods from Dublin?—Yes.

7031. Which you cannot bring into competition with the dealers in the country towns?—No; we come into competition with men who have more advantages in sending them from Liverpool, because they deliver in many places from Liverpool less than from Dublin.

7032. Can you give the Commission any further information beyond the single item you have given as to the different charges into the interior from Liverpool being less the charges into the interior from Dublin?—I know that the rates short of such places as Cork and Belfast are more than the rates to those towns.

7033. (Chairman.) Do you send goods to Cork at a lower rate than they are charged to such places as Templore and Mallow?—Yes, we do.

7034. You send at a lower rate to Cork than to places short of Cork?—Yes, and when we want to send goods to Londonderry and round the north to Belfast, we send them to Liverpool, which is some 120 miles round each way; and we find that we can deliver our goods cheaper at Londonderry by adopting that course than by sending them direct from Dublin.

7035. (Capt. Galton.) Are your railway companies aware of that?—They are perfectly aware of it.

7036. (Mr. Ayrton.) That is to say, the conveyance by sea is so very much cheaper than the conveyance by land?—We get the goods sent cheaper that way than if we sent them by rail. But I want to take the other ground; it is on account of the high rates on the railways, not the low rates by the steamers; we do not at all enter into competition with the steamers; we complain of high rates on the railways, we make no complaint against the steamers; but on account of the high rates charged on the railways we are obliged to send them round by Liverpool.

7037. (Capt. Galton.) You are enabled to do that because of the steamers conveying them at such a very low rate?—No doubt.

7038. (Mr. Horsfall.) What is the difference per ton in the two rates?—It varies; sometimes it is 2s., sometimes 3s., sometimes 4s., and sometimes 5s.

7039. What is the insurance by water?—It is almost nothing; we insure for 3s. per cent. We

send goods to Sligo in the same way, and to Ballina. A merchant buying a cargo of seeds or other goods in the Baltic, instead of bringing them to Dublin would bring them to Liverpool for the west of Ireland, and thereby deprive Dublin of a legitimate and fair traffic. We cannot get any orders from those people. We may write or talk to them, but it is of no manner of use.

7040. (Capt. Galton.) What is the remedy which you propose for that?—Expressing my own opinion, the remedy that I would propose is, that some great move should be taken by the State, that is, by the Government, in the way of taking possession or controlling the railways, so that the people may travel at about a farthing per mile third class.

7041. (Lord Stanley.) Have you at all considered how far that would pay the railway companies?—I can only give my own opinion from being a long resident, that it would pay them very well, judging from other things. I know harvest men are accommodated by cheap trains from Athlone for 2s., whereas before those cheap trains started they always went by the road.

7042. (Capt. Galton.) Do you think your customers would all come up to you instead of communicating by letter, provided they could come cheaply?—Much more; they are always anxious to come; we always like to get a knowledge of our customers. We have been dealing with customers for 25 years whom we never saw. A case was given to me by Sir Percy Nugent, who was at one time a member of the House of Commons, and he informed me on the 23rd of June, that having bought 65 head of cattle at the fair of Loughrea, to go to his farm, which was distant between 60 and 70 miles, they were driven along the road. He always drives his cattle along the road instead of sending them by rail, the charge by rail being so high.

7043. Where is his farm?—Multifarnham, near Mullingar.

7044. Did he inform you that he drove them because the charges are so high?—Yes; I told him that I was likely to come to London to give evidence before this Commission, and he gave me that information. I have heard of numbers of cattle being driven alongside railways, actually looking at the railway as they were going along the road.

7045. Did he inform you at what rate it would be worth his while to send them by railway?—No; he told me that it would have cost him 15l. 10s. if he had sent them by railway, whereas sending them by road it cost him less than half that amount.

7046. (Mr. Ayrton.) Then it would require a reduction of 50 per cent. in the rate in order to bring them upon the lines?—I think that less than that would induce them to be sent by the railways. I think the fare is too high. It is so high that they are debarred being sent upon the rail.

7047. Those would be store cattle?—Yes; but they send fat cattle also.

7048. Store cattle do not suffer through being driven along the road?—Not so much as the fat cattle. They send fat cattle a shorter distance, some 15 or 20 miles.

7049. (Chairman.) Are you prepared to enter more in detail into the nature of the great movement that you think should be made for a reduction of rates?—No; it being a movement that never has been made, I have no data to go upon. I can merely give my opinion. I can only judge from what I have seen done where people get facilities; and I can reasonably judge from that what we might do if we had the same facilities. We have no experience upon that point, and therefore we can only state what we think likely to take place. I know that gentlemen connected with railways tell you the very reverse of that; they say that if you take off a penny you will not make up a penny, but I differ with them *in toto*.

The witness withdrew.

Mr. JONATHAN PIM called in and examined.

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7050. (*Chairman.*) You are a merchant and manufacturer of Dublin?—Yes.

7051. Will you state what is the nature of the business which you carry on?—Our firm are general merchants, but chiefly what are called Manchester warehousemen, both wholesale and retail, and also manufacturers of cotton and linen.

7052. Are you prepared to make any statement to the Commission with respect to the effect of the present rates and charges upon Irish railways?—I wish merely to state my opinion that a large reduction of fares would be a very great advantage to the country. I do not attach so much importance to the question of charges upon goods as I do to the charges for passenger traffic; because I do not think it is so likely that there would be an increase in the quantity of goods by the reduction of rates as that there would be an increase in the passenger traffic. I think that there is probably nothing which could be done under present circumstances that would tend so much to the improvement of Ireland in every way as a large reduction in the fares. I have not thought much upon the subject until comparatively lately, because I did not see the practicability of it. I am not a director of a working railway, but I am of a railway which is leased. I do not see how the directors of a railway company can recommend or approve of such a reduction, which I think would diminish the receipts for some considerable time, certainly for two or three years, and probably for four or five years or even more. I think that the receipts would eventually recover, yet I do not feel such confidence of this recovery as would warrant me, as a director, in risking the property of the shareholders.

7053. (*Lord Stanley.*) You do not feel certain that even after a period of four or five years the temporary loss would be fully made up?—I think it would not. I do not feel that the case is so clear that I should be warranted in risking the property of the shareholders in the experiment.

7054. At the same time you think that a reduction of that kind would be very desirable?—I do not know anything that would so much, in every way, tend to develop the resources and improve the condition of the country.

7055. Who do you propose should bear that temporary loss?—The matter is an experiment, and I do not believe the experiment can be tried at any other risk than the risk of the nation generally. Perhaps the question might be asked, why should an experiment be tried for the benefit of Ireland at the risk of the whole nation? That would only arise from the peculiar circumstance that Ireland is so much smaller than Great Britain, that it could be tried at a less expense in Ireland than in Great Britain; because unquestionably if successful in Ireland it should be extended to Great Britain.

7056. Would you not propose then that any loss to the exchequer should be made up by a special tax levied on Ireland as long as the experiment was confined to Ireland?—As an Irishman I should be perfectly content that that should be so; but if you ask me the question as a subject of the Queen, I say, I do not think it would be a fair thing, because I think that the experiment should be tried for the benefit of all, and not merely for the benefit of Ireland.

7057. You do not represent it then as a special benefit to Ireland; but in that case why should we not try it in England?—I have no objection to try it in England, provided it should be afterwards extended to Ireland. The only reason why I think it can be tried in Ireland better than in England is, that it can be tried in Ireland at a less expense. I have no objection to its being tried anywhere, because I feel it will be successful anywhere; and if successful, of course it should be extended to the whole empire.

7058. (*Capt. Galton.*) Do you think, if it were successful in Ireland, that then the English railway companies would adopt it themselves?—Perhaps so.

I repeat, that a large reduction of fares I believe is a matter of great importance. Another matter of great importance is, that there should be such management, however it is to be achieved, as will prevent a want of concert between railway companies.

7059. (*Lord Stanley.*) It has been stated in evidence, that the number of directors of the Irish railway companies is enormous; that these directors, as a general rule, are paid, and that patronage is so valuable a consideration in a poor country that the companies would not be willing to lose the benefit of that by amalgamating; do you agree with that evidence?—I am not prepared to give any opinion upon that subject. I should rather think that railways have not been so much united in Ireland as they have been in England; for instance, as the North-western, and others in England.

7060. As far as your observation and experience go, do you think there would be any difficulty, in Ireland, in setting aside this system of paid directors of railway companies, and uniting the companies into two or three large companies in the same manner as they have done in England?—There is a great deal of mutual jealousy that causes a difficulty; but I do not think the difficulty is by any means insuperable.

7061. (*Mr. Roebuck.*) You do not think that there is much more jealousy between Irishmen than between Englishmen?—I am hardly capable of forming an opinion upon that subject; I know there is a great deal of jealousy in Ireland.

7062. (*Mr. Horsfall.*) You have stated that you do not consider it to be of so much importance to have a considerable reduction in the charges upon goods as upon passengers; why do you come to that conclusion?—Because I think there is far greater room for an increase in the passenger traffic than there is in the quantity of goods to be carried. There are certain charges upon goods which amount to a prohibition, and they are in fact not carried. The question in that case is whether it would pay to carry them or not.

7063. Take coals, for instance, would not a considerable reduction in the carriage of coals be a great boon to Ireland?—It would be a benefit, but I do not think it would be anything like the same benefit that a reduction of the fares, which would enable the lower classes to travel upon the railways would be. Connected with the charges there is just one subject I wish to mention. Every body is aware that Ireland is a poorer country than England taken generally, and that the wages of the common labouring classes are lower in Ireland than in England. The charge by the parliamentary trains on railways is the same in Ireland as in England, but compared with the wages of the people, it is certainly higher than in England.

7064. (*Lord Stanley.*) I suppose an Irishman costs as much to carry as an Englishman, does he not?—I think that either an Irishman or an Englishman can be carried with a profit at much less than the railways now charge. I understand in some cases they carry a ton of coals at $\frac{1}{2}d.$ per ton per mile, and if human flesh were reduced to the same rate per ton per mile they would be carried very cheaply. I am aware that they do carry harvestmen and other labourers on the Midland Great Western at very low rates. I believe they consider that it pays, but they only carry them under certain circumstances in order to prevent the general public making use of it.

7065. (*Mr. Horsfall.*) Do you not think it of considerable importance that a reduction should take place in the carriage of grain?—I have not turned my attention so much to the question of goods as to the question of passengers; it has not engaged my thoughts so much.

7066. (*Mr. Glyn.*) You think there is more likely to be a greater increase in passengers than in goods?

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—I do; and again, I think passengers are less expensive than goods in many respects; there is a heavy charge for loading and unloading the goods, whereas passengers walk in and walk out without any expense. I think a reduction in the charge for cattle would be of considerable benefit.

7067. (*Mr. Horsfall.*) What reduction would you propose in the rates for passengers?—I thought of a very large reduction, such a reduction as would make the third-class fare $\frac{1}{4}d.$ per mile, the second-class fare $\frac{1}{2}d.$ per mile, and the first-class fare $\frac{3}{4}d.$ per mile. That would be a very large reduction, and perhaps too large.

7068. (*Capt. Galton.*) Is that the relative proportion between the rate of wages in Ireland and England? You said that you thought the charge in Ireland was very much higher in proportion to the rate of wages in England.—I think that if the experiment succeeded in Ireland the charges ought to be reduced on the English lines to about the same rate.

7069. (*Mr. Glyn.*) You think that the experiment could not well be made unless there was such a large reduction as that?—I think the benefit to the country would be greater by a large reduction, and an experiment at that rate is as likely to be as successful as at any other.

7070. How many years do you think it would take to recover the receipts?—I have not thought so much of the question as to how long it would take to recover the receipts as of the benefit to the country that would result from the great increase that would be given to travelling and the means of intercommunication between the different parts of the country. I have been told that it would be recovered within three or four years; I scarcely think that it would. I think it would require the development of the resources of the country, so as to give not only greater facilities, but greater occasion for travelling than exists at present.

7071. You would rather say that it would take ten years than five to recover?—I think I should. The reduction that I suggest to $\frac{1}{4}d.$, $\frac{1}{2}d.$, and $\frac{3}{4}d.$ would be about one-third of the present rates. Adding them together, that makes $1\frac{1}{2}d.$ for three persons. The present rates are about $4\frac{1}{2}d.$ for three persons, taking the first, second, and third classes. In that calculation there is no arrangement for return tickets or excursion trains, or anything of that description, because the prices would be so low that there would be no need of further reduction. I think the want of concert between railway companies is a very serious injury at the present time. I do not pretend to explain how that can be avoided. Of course it can be done by the Government obtaining the railways and managing them, but I think that is liable to some objections. That want of concert affects us in a great many different ways, both as to traders with regard to goods, and as regards passengers. When passengers arrive at the end of one line, they do not find any means of getting on by another, and passengers having arrived in a third-class train find they cannot get on by anything but a first and second class train. Of course the interests of the railway proprietors must be protected, even independently of any great reduction of fares. I think there are two other questions with regard to which Parliament could interfere very properly. One is as regards third-class passengers. I think that every train ought to carry third-class passengers, that is to say, every train the speed of which does not exceed a certain limit, such limit being what might be considered to constitute an express train.

7072. (*Lord Stanley.*) Is that the rule in England or in Scotland?—I am of opinion that such a rule ought to apply to the whole of England, Scotland, and Ireland, that is, that wherever there are first and second class passengers, there ought also to be third class passengers.

7073. Quite irrespective of whether they would pay or not?—I have no doubt that they would pay. We know that upon the Irish railways, take the

Great Southern and Western, for instance, the receipts from third-class passengers from two trains a day are greater than the receipts either from the first or second class with five trains a day.

7074. (*Capt. Galton.*) Would you make every train, whether an express train or otherwise, carry third-class passengers?—Every train that is not an express train. I do not know what the speed might be. Every train that did not run over 30 miles an hour.

7075. For a higher rate of speed you would allow the railway companies to charge higher fares?—Where there was a higher rate of speed, I would allow them to have no third-class carriages.

7076. But you would compel them to take third-class passengers by all ordinary trains?—By all ordinary trains third-class passengers should be taken.

7077. Of what railway did you say you were a director?—I am a director of the Dublin and Kingstown; it is not a working line; it is leased.

7078. The whole of the working arrangements of the Dublin and Kingstown are under the control of the Dublin and Wicklow, are they not?—Yes.

7079. (*Chairman.*) Do I understand it to be your opinion that the railways should not be purchased by the Government?—I have not thought much about that. As regards Ireland, when railways were at first projected, I thought it very desirable that they should be made at the expense of the Government under some general system, as was then proposed. If that course had been pursued, I think some of the evils which have since resulted would not have arisen. But I am not prepared to give a decided opinion as to what ought now to be done. It seems to me that arguments might be adduced on both sides. If I am allowed to do so, I should like to read a short passage from an article in the Quarterly Review for 1839, vol. lxiii., upon this subject, which I think predicts the difficulties that have occurred from want of concert just about as well as they could have been described if it had been written after the evils were developed. "If all the great railroads in the country, instead of being disjointed into separate interests, belonged to one great body of capitalists, the latter desideratum, namely, their scientific management and responsible government, might be perhaps as perfect as if they were the property of the State; but it appears to us that one might as well expect that our blood, instead of receiving one noble impulse from the heart, could be healthily propelled throughout our body by a variety of little independent zig-zag forwarding authorities as that the mail and passenger traffic of the United Kingdom of Great Britain and Ireland can be successfully transported by a vertebation of railroads, no one bone of which professes even to think of any broader object, interest, or profit than its own marrow." That struck me very much as being just the position in which our railways are. I do not blame the railway directors; they naturally think of nothing but what will produce the largest dividend, and unfortunately they are in many cases in Ireland in that state of indebtedness that they cannot, even if they wished it, try the experiment of a reduction of fares, even if they were almost sure of future increase.

7080. (*Mr. Glyn.*) The state of things which exists in England is very much the effect of the amalgamation of the great lines that has taken place, is it not?—I believe so.

7081. Might not the same effect be produced in Ireland if there was a similar system of amalgamation?—There are four lines out of Dublin, and I do not know that there is much necessity for amalgamation among three of them. The Great Southern and Western have almost the whole of the south-west of Ireland, that is, the whole of Munster. There is a line across, which might very well join with it. Then there is the Wicklow branch, the district of which is very slightly separated from the Great Southern and Western. The Western line, which goes to Galway, might also be considered as another; but the northern

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lines are divided among a very large number, and there is no union of interests at all among them. The greatest difficulty as regards Dublin arises from the want of concert among the northern lines.

7082. We have been informed that they have made several attempts at amalgamation, and that it has been found nearly impossible to be carried out, either through the directors or some obstacle of that kind?—I am not aware of any very numerous attempts at amalgamation.

7083. You have heard of some attempt at amalgamation, have you not; for instance, between Belfast and Dublin?—Yes; but I did not take any particular notice of it.

7084. Are you aware that it failed?—I am quite aware that it failed. As traders, I know we suffer from want of concert.

7085. (*Lord Stanley.*) If there were either two or three great companies, say, for instance, three companies, one taking all Ireland south of the line between Dublin and Galway, the second taking the centre of Ireland from Galway up to Enniskillen, and the third taking all the north, would not that practically meet all requirements for amalgamation?—It would lessen the present difficulty very much, but still there is difficulty of the same character, though not so great; for instance, I know that even a short time since the train from Belfast arrived in Dublin just in time to be too late for the train that went to Cork; so that a passenger could not make the journey in the same day.

7086. Is not that a mere matter of accident, because there could be no object in arranging the trains in that way?—It is a mere matter of accident, no doubt. Where there are different interests they often pull very badly together.

7087. Do you not think that a great deal of the difficulty which you speak of arises from the fact that railroads have been made in districts where there are not the means of supporting them?—The only railway company in which I am a proprietor, not considering the Dublin and Kingstown Railway as a railway company, is what I call the Mayo line, which runs from Athlone to Castlebar and Westport; I forget the name of it. That was made by the promoters with the view of developing the resources of the district. The only reason that I am a proprietor in it is, that having a small property near Westport, I thought I was bound to contribute to that which would be a benefit to us all. There are several other railways of that sort which have been made in Ireland that may, perhaps, not pay in themselves, but which will greatly benefit the country through which they run. If the fares could be reduced they would benefit the country a great deal more.

7088. (*Capt. Galton.*) Would it not be worth the while of the people who were promoting those railways to reduce the fares. If they have made the railways for the public benefit of the country, and they consider that by a reduction of fares the country will be still more benefited, why has it not been worth their while to do so?—When people have invested their money and are expecting to get a dividend, they can hardly be expected to sweep it away by a reduction of fares which will deprive them of all dividend for five or six years.

7089. Are there any railways in Ireland which pay 4 or 5 per cent.?—I think the last dividend of the Mayo line was about $2\frac{1}{2}$ per cent., but the line is only partially completed, and therefore the dividend cannot be regarded really as a fair test of what it is paying.

7090. (*Mr. Horsfall.*) As a proprietor of that line, would you advocate a reduction of the fares on it looking to your own interests?—Yes, I think my interests would be eventually served, and I should be very well pleased if the fares were reduced; at the same time I think the result would be that I should get no dividend at all for several years. There is another difficulty, besides that which I have mentioned before; it is not even the mere absence of dividend, but many

of our lines are in a state of considerable indebtedness. In many instances there is a floating debt, and if the directors were to try an experiment of that sort it would frighten many of those people who have lent their money, and the directors would no longer be able to float the debt, so that it is absolutely impossible in many cases, even if the board of directors wished to do it.

7091. It is impossible without giving assistance?—It is in most cases impossible without assistance. Some companies perhaps could do it. I know the Great Southern and Western could do it. They are a solvent company and well off, and therefore they could do it if they liked but they are not likely to do it because they do not believe it would pay. I was considering what would be a possible reduction. I believe that the whole receipts from railways in Ireland may be taken roughly at a million and a half per annum. Of that, perhaps the fares for passengers might be taken at a million, but if they were reduced according to the proportions I have suggested, namely, a reduction of one third, I think that within one year from the time of the reduction the number of passengers would be doubled, and therefore that the receipts in that case instead of being a million would be 660,000*l.*, speaking in round numbers, and would leave a loss of 330,000*l.* I do not believe it would be possible to expend 330,000*l.* upon an experiment which would be so beneficial as that.

7092. (*Capt. Galton.*) But then this 330,000*l.* is a sum which may occur annually for some years?—I think it will be a diminishing sum. I do not think it would be entirely made up in the second or third or possibly fifth year, but still it would be a diminishing sum. The receipts of the first two or three years would show the probable result. If it did not show a tendency to recover speedily, I think the experiment would have to be given up. We know the result as regards the Post Office. It was commenced many years ago, it has been a constantly rising amount ever since. I think I have mentioned the subject of a third-class carriage by every train. That is a matter which costs nothing. I think when Parliament has given to a set of separate companies the whole control of the public roads of the country, which, in fact, railways are, that there ought to be some restriction put upon them, and a restriction for the benefit of the poorer classes of the community is one of the most reasonable. There have been some restrictions by the late Acts placed upon the London companies in the shape of being obliged to carry working men at certain hours of the morning and evening at low fares.

7093. There are restrictions already in the shape of maximum fares and Parliamentary trains?—The Parliamentary train is generally put on at a most inconvenient hour, of course for fear it should be made use of by any except the very lowest class of the population. Railway directors cannot tell the means of the persons who travel. There are persons who struggle with difficulty to keep a good suit of clothes upon their backs, who are little able to bear the expense, and who travel but occasionally. I am confident, if the fares were all reduced, according to the suggestion I have made, the result would be that some who now travel third class would go by the second class, and many who now go by the second class would go by the first class.

7094. (*Mr. Horsfall.*) Have you any complaint to make against the railway companies with regard to terminal charges upon goods?—I am not aware of any. The great complaint that we have to make is the disadvantage which the Dublin traders are under from the arrangements as regards through rates, by which goods in several cases are carried from Liverpool *via* Dublin to an inland town at lower rates than are charged from Dublin to the same place. Sugars, teas, and Manchester goods are carried from Liverpool to Limerick at lower rates than they are taken from Dublin to Limerick. That is a state of things which seems to be unfair, and which I think Parliament might very properly prevent.

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Perhaps I might say in passing, that a trader would scarcely be considered honest who was to make such a difference between his customers. If a man goes into a shop he expects to be put upon the same level with any other person who goes in to pay money. Of course we must expect that companies will manage their railways so as to promote their own interests, but there are certain kinds of competition which such companies ought to be prohibited from entering into. I do not know the rates, but I think that a railway company delivering a chest of tea for 2s. 6d. from Liverpool to Limerick, and charging 3s. from Dublin to Limerick, comes within a competition of the character I have referred to.

7095. (*Lord Stanley.*) Does not a trader make a difference between a customer on a very small scale and a customer on a large scale; does he not charge a lower price on wholesale dealings?—That is not the principle upon which it has gone, because the expense of carrying for 500 miles can never be less than the expense of carrying 400 miles.

7096. (*Chairman.*) Is it a thing which is quite unknown by merchants to sell at a lower price to persons at a distance, from that which they charge to persons close at hand; are they not in some cases willing to sell on lower terms to persons at a distance in order to get their custom rather than be without it altogether?—That is the case. That has more analogy than the other illustration; that is a case in point.

7097. That is just the same thing which the railway companies are doing?—But that is not the reason the railway companies adopt it.

7098. (*Capt. Galton.*) Do you not consider that is met by the fact that there is an open competition for the purchase of goods, because a person can buy goods from where he likes, whereas there is only one railway, and he must go by that one railway?—That is the case. I think there are modes of competition which are quite lawful for individuals in an open market which are scarcely lawful for a company that gets Parliamentary facilities, and a monopoly, for it is a monopoly in fact. At present the labouring classes do not travel by railway because it is cheaper for them to walk. I mean to say it is not their practice to travel by railway. When we compare the Irish railways with some other countries in which there

are much cheaper fares, I think they would travel by railway much more than they do if the fares were reduced, and that it would be a great benefit to the country that they should do so.

7099. (*Chairman.*) Are there any other matters to which you wish to draw the attention of the Commission?—No. I do not think it is worth while to go into the question of the overcharging of goods, or to the fact that the charges are to a certain extent a prohibition upon certain goods. I am sure that has been brought before your attention already. The charge for carrying cattle is, in many cases, so high, that people drive the cattle along the road instead of sending them by rail. The charge for carrying horses appears to be very high. I have been told by several gentlemen who wanted their horses carried, that they found it much cheaper to drive them along the road than to send them by rail. I believe the carriage of horses is really an expensive matter for the railway company, therefore I do not think that this is altogether a case in point.

7100. (*Capt. Galton.*) Do dealers send their horses by railway?—I should think not; I think no horses go by railway except gentlemen's horses.

7101. Is that on account of the rate being so high?—Yes. Since I have been in town I have asked my son to write me anything that he thought might be useful, and I have a letter from him, in which he says, "Robinson drives his horse regularly down to Moate, because the railway charge is between 4l. and 5l.; he does this regularly every year."

7102. What is his occupation?—He is the manager of our Manchester warehouse; he has a small property down at Moate, and spends his vacation there every year.

7103. What you lay stress upon is the reduction of fares, so as to enable the poorer classes to travel?—That is the point I lay most stress upon. A general reduction of fares would be of great value to the country, because it would enable all classes to travel; I believe it would give facilities, and afford accommodation to every class of people in the country, and it would have a great tendency to improve those parts of the country which are now most backward by promoting intercourse with them.

The witness withdrew.

Adjourned to to-morrow at 12 o'clock.

Thursday, 29th June 1865.

PRESENT :

THE RIGHT HON. THE EARL OF DONOUGHMORE.
THE RIGHT HON. LORD STANLEY, M.P., F.R.S.
SIR ROWLAND HILL, K.C.B., F.R.S.
J. A. ROEBUCK, Esq., M.P.
T. B. HORSFALL, Esq., M.P.

ROBERT DALGLISH, Esq., M.P.
GEO. CARR GLYN, Esq., M.P.
A. S. AYRTON, Esq., M.P.
CAPT. DOUGLAS GALTON, R.E., F.R.S.
WILLIAM POLE, Esq., F.R.S., *Secretary*.

HIS GRACE THE DUKE OF DEVONSHIRE, K.G., F.R.S., IN THE CHAIR.

J. Barrington,
Esq.
29th June 1865.

JOHN BARRINGTON, Esq., examined.

7104. (*Chairman.*) As Lord Mayor of Dublin you presided at a meeting to consider the subject of Irish railways?—Yes; the meeting was convened by myself, on a requisition from the citizens signed by some of the most influential men in Dublin.

7105. Have you paid attention to the question of Irish railways?—I have not given much attention to it, not being a railway director myself; but in my position I have heard a great deal of what has been said about it, and I have a general knowledge of the position of the country with regard to it.

7106. Are you of opinion that any alterations are required in the system pursued by the directors of Irish railways?—I think that some alteration is required, but it is very hard for me to suggest a

remedy; the matter seems so complicated, and there are so many points for consideration in it. I was about to remark that the result of the meeting which was held at the Mansion House was the appointment of a committee, which sat at the Commercial Buildings; and a circular was sent to the different towns in Ireland to obtain information from each place as to any complaints that they might have to make against the present railway system. The result was, that 18 letters were received from different parties, a list of which I have here. I have brought all the letters over, in case the Commissioners might wish to look over them, or have any of them read that would throw any light upon this matter.

7107. Have you examined these letters?—I have

read them all, and they consist mostly of complaints as to what the parties consider to be abuses in the system. Some complain of high rates, and others that no attention is paid to their goods; and various complaints of that kind are made.

7108. Can you mention to the Commission any abuses that are within your own knowledge?—Looking generally through the country, I think there is not sufficient inducement held out to the labouring classes to go about. I think the fares are too high. An experiment was tried in the last week or two, on the Midland Great Western line, of running an excursion train at a very low figure for third-class passengers, and the result was a very large increase in the receipts, as much as 1,000%; and it gave great satisfaction to the people who went by it. The train went through Connemara, and back by Castlebar, and in that direction.

7109. Was there an increase in the receipts to the extent of 1,000l.?—Yes; it was one of the directors of the Midland Great Western Railway who told me so, Sir Percy Nugent.

7110. Do you know what reduction was made on the fares previously charged;—There were return tickets issued at single fares, I believe, but I cannot speak positively to that, because it included Bianconi's car to bring the people from Galway through Connemara round through Westport and back by Castlebar.

7111. What class of persons travelled by the excursion trains?—The artizan class chiefly. The objection which the railway companies had to carrying people at these low fares was, that they thought the better classes would avail themselves of them and not travel first and second class.

7112. Do you know what the result has been?—This was the first time that it was tried.

7113. I mean as to persons in the superior ranks of life availing themselves of very low fares and travelling third class?—I do not think that they would do that. I think that they prefer not to mix with third-class passengers.

7114. (*Mr. Roebuck.*) Can you suggest any reason why the rich should not enjoy the benefit of the low fares?—No; but the directors want to keep up the income of the railway. I think it is false economy; I think they should have given more facilities.

7115. I think that you stated that the income of the railway was increased?—Yes; they find now by experiment that it has had a beneficial result, and in fact the system pursued on the Midland Great Western line has been completely altered lately; it has got into different hands, and there is considerable excitement about a reduction of fares, and they are now trying it. Whether they have been driven to it by the action of this Commission, I do not know, but they are evidently trying to improve matters.

7116. Do you know of any reason why a rich man should not travel at a cheap rate?—I do not think there is any reason why he should not if he chooses to go along with the others. I do not see why he should not, for he is only a man all the time; but I do not think it is likely they would do it.

7117. (*Chairman.*) Is that the only railway on which these cheap excursion trains have been organized?—They are running excursion trains for the Exhibition on the Great Southern and Western line.

7118. At low fares?—I think at a single fare, return tickets. Mr. Haughton, the chairman, told me the other day that they had rather lost by it. Whether the season had not rightly opened, I do not know, but they intended to try it again.

7119. (*Mr. Glynn.*) What reduction did they make from the ordinary rate charged?—The usual thing is a return ticket for a single fare.

7120. That is half?—Yes.

7121. (*Mr. Ayrton.*) Is there any difficulty in organizing excursion trains in Ireland from a want of conveniences and facilities for the amusement and entertainment of the people at the places to which the excursions might be made, as compared with what you see in England?—I do not think there is. There

are certain parts to which the railway communication is not yet complete, and where cars work in connexion with the railways, such as those excursions which I have mentioned round through Connemara.

7122. Is there the same provision in the way of hotels and places of entertainment where people can find every convenience and accommodation if they go on an excursion?—At Killarney there is very good accommodation. Connemara is in the far west, and is not so well supplied with hotels and accommodation of that kind.

7123. Is it difficult to get anything to eat in Connemara?—No, there is plenty to eat there; they have improved the hotel in Clifton. It is six or eight years since I was in the west; but I have heard that the accommodation now is on a better footing. If your Grace would like to look at this list of these letters I will hand it in, and I will leave the letters with the secretary. (*The same was handed in, headed, "Irish Railway Reform Movement. Statement, as submitted by the Right Hon. the Lord Mayor of Dublin to the Royal Commissioners on "Railways, showing cause of complaints on Irish "lines."—Vide Appendix AM.*)

7124. Have you observed any statements in the letters upon which you think you could furnish the Commission with any explanations of your own?—I do not think there are; they are nearly all complaints of overcharges, which I presume the other witnesses examined have spoken of.

7125. (*Capt. Galton.*) You mean complaints of charges which the parties consider excessive?—Yes; and this system militates against the shopkeeper in the country in this way, that parties living in the neighbourhood round these country towns find it more advantageous to go and buy direct in Dublin than to deal in the country towns for goods.

7126. It is therefore an advantage for Dublin?—In some cases it is, and many people go up; but it is the destruction of the small shopkeeper; the difference of freight very often makes his fair profit.

7127. The person who buys in Dublin has to pay for the carriage of the goods down?—No; they bring them down with them.

7128. They have to go by the train with their goods, and their own fare has to be added to the expense?—Yes; but they may be in Dublin on other business; this is an idea only of my own.

7129. (*Mr. Ayrton.*) Do you think that any system would prevent people, who are casually in Dublin, from availing themselves of the larger market in Dublin rather than deal with the small local shopkeepers?—I think that if the local shopkeepers could get the goods down at a low price so as at all to compete with the price in Dublin, the people there would deal with them; but if the local shopkeeper has to put on an extra profit, then he shuts himself out from the local market.

7130. Do you not think that these purchases in Dublin result from a person having a larger market to go to, and a better choice, instead of going to a small country shopkeeper who has but a very small stock, and very often sells a doubtful article?—I think it is so.

7131. (*Lord Donoughmore.*) I believe you carry on business in Dublin?—Yes, I am a soap manufacturer.

7132. I suppose you send your products all over the country?—Yes.

7133. Do you find in consequence of the different rates charged between Liverpool or other towns in England and the towns in Ireland, as compared with the rates between different towns in Ireland, that you are put to a disadvantage?—Yes, particularly as to Sligo. We have been obliged to ship goods over to Liverpool, and then they are taken round by sea to Sligo.

7134. You find that it is cheaper to send them by that route than to send them direct from Dublin to Sligo by railway?—Yes. The result is that we do send them now by railway as it is completed; but we

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have to allow the shopkeepers their 10s. upon a ton of soap, which is nearly half our profit. The shopkeeper says, if you send the soap to me the other way the freight is so much less that we have to cut down that 10s. to compete with the Liverpool manufacturer.

7135. (*Lord Stanley.*) What is the relative cost of sending your goods from Liverpool and from Dublin to Sligo?—I do not know the charges; but I made an inquiry of my clerk just before I left town, about a month ago, as to what the practice of the house now was, and he said, "Previously, when I used to attend to the business, we invariably sent them round by 'Liverpool to Sligo.'" Then I said, "Is that practice continued now?" He said, "No, they send them direct now; but we have to allow the party the difference represented by the extra charge, which is equal to about 10s. a ton."

7136. How do the goods go from Liverpool to Sligo, by water or through Dublin?—No, not at all that way. They go round the coast; and they go that way to Ballina likewise.

7137. (*Mr. Ayrton.*) If the conveyance by sea is cheaper than the conveyance by land, what are you to do; how can you get over that natural difficulty?—I do not know, except by lowering the land carriage. I think the land carriage is too high; but still the railway companies say it will not pay to charge less. But they have not tried it, to see whether it would not lead to bringing an extra quantity of goods across.

7138. Suppose the rates to be lowered, would you send any greatly increased quantity of soap?—Decidedly, because there are a number of parties in Sligo still who deal directly with Liverpool, and if we could undersell the Liverpool men by 5s. a ton, we should get the preference; but the price of the article is brought down so low now that it is just a question whether we lose the profit; 5s. a ton just turns the market.

7139. Is not that the result of natural circumstances, that one manufacturer is in one port and another manufacturer in another, and the freight from one port is lower than the freight from the other?—Yes; but I think it injures the Dublin manufacturer.

7140. You can send your soap by sea from Dublin to Sligo, can you not?—No; there are no vessels for the purpose.

7141. That is a natural difficulty in trade, is it not?—I know that the Dublin people feel it very much as a difficulty, and as to a remedy for it, it is just a question whether, even if the fares were lowered on the railway, it would bring trade direct to Dublin, I think it would.

7142. It would be profitable to the railway companies, you think, to lower the rates?—I think they would have more to do if they did so.

7143. That being so, why cannot you make them understand that?—We have written frequently to the chairmen of these boards. I have written frequently to the directors of the Great Southern and Western line as to a lower tariff instead of the higher charges from Dublin to Cork, to enable us to compete with the Liverpool men, but they will not consent to it. The chairman stated that he should have to alter the whole tariff if he lowered the rate in one case, and the Liverpool people would cry out against him.

7144. You cannot persuade the railway directors that it would be a profitable thing for them to do?—I cannot; they will not yield; we could supply the Cork market with soap if they lowered the carriage of soap one-half. There again it is a matter of profit on the article, which is so very small.

7145. In Cork what is the competition against the railway that prevents your sending your soap by the railway; is it the sea carriage from Dublin to Cork?—Yes; and from Liverpool to Cork.

7146. They can get it cheaper at Cork by having it brought round by sea from Liverpool?—The

Liverpool parties can supply Cork with soap cheaper than the Dublin people can.

7147. That is to say, the freights from Liverpool to Cork are cheaper than from Dublin to Cork?—Yes. I have a table here which Alderman Mackie sent to me, showing the through rates from different towns in England to different towns in Ireland, showing the various relations of one to the other, and how they affect his trade. He is a seed merchant, and he intended to have accompanied me over to have given his evidence; but just as I was starting his young man came and handed this to me on board the steamer, but without any explanation. It is a very interesting table, and I dare say the Commissioners would like to look over it (*handing in the same. Vide Appendix AN.*)

7148. (*Capt. Galton.*) Do you consider that these various grievances which you have been detailing are sufficiently important to call for the intervention of the Government?—I think they are.

7149. In what way would you have that intervention exercised?—I think, with many others, that at the present time there is not a cordial understanding on the railway boards. For example there is the Waterford and Limerick Railway, and there is the Great Southern and Western Railway; they do not pull well together, and the result is that a passenger leaving Limerick for Dublin in the morning cannot return again on the same day. Then some of the northern railways do not pull well together, as I understand; and it struck me that if this Commission were to suggest that a committee should sit in Dublin or in Ireland, and go through the country and see the real position of the railway systems, some good might result from it. I think they might sit in Dublin.

7150. (*Mr. Roebuck.*) Could not all that knowledge be acquired by sitting in England? All we want to know is, the different rates charged on the different railways, and cannot that information be obtained through the railway companies without gentlemen sitting in Dublin?—I think that the fact of the Commissioners sitting in the country, or in the capital of the country, would make an impression on the minds of the inhabitants that the people here are perfectly alive to the state of the case. The people get quite excited, and if the Commissioners sat in Dublin the witnesses would be under examination on the spot, and they would begin to see probably that they had been going astray, and they would have to come to some understanding with one another.

7151. Do you think that there would be any difference in an examination carried on in Dublin and in London?—I do not think there would be, so far as that goes, but I think you could get much more evidence there than in London.

7152. But not better evidence; and the question is, whether the Commissioners are not able to obtain all the evidence they require by sitting here?—I have been speaking to a good many persons in Dublin upon this subject, who have more experience on the matter than I have, and they seem to think that it would be a good move to make and a beneficial one.

7153. Might not other people at Liverpool, for instance, say exactly the same thing, that they wanted a commission to come down to Liverpool; you want one in Dublin, and why should not they say the same thing at Liverpool?—I think there is a difference between the two things. I think that the Liverpool people are not in the same position as we are. I do not think that the railways in England have the same faults in them as they have in Ireland.

7154. Just as many claims are forwarded to the Government from Liverpool as from Dublin, but commissioners are not sent down to Liverpool to make inquiries?—My own opinion as to the Irish people, knowing as I do their habits and their feelings in every way, is that a commission sitting in Dublin, inquiring into the railway system pursued in Ireland, would have a very beneficial effect in the country; it would show the country that the English Government were exerting themselves to remedy the evils

which exist; and I may just mention to the Commissioners that the feeling over in Dublin, with regard to this inquiry, is this—they say, “Oh, it will end in nothing; the Commissioners will just bring up a report and it will end in nothing; what is the use of our going over to England to give evidence, there will be nothing done.”

7155. Might not the result be the same if the Commissioners sat in Dublin?—I think that you would get a great deal more evidence in Dublin as to the position of things. I think it is just the same as if a man wants to improve his estate; if he goes down and walks over it and examines the people who are living upon it, and comes in contact with them, he is a great deal more likely to find out the defects which exist upon that estate than if he held a court in London and heard it all through an agent.

7156. But this Commission hears evidence from Ireland; everyone who chooses to come is at liberty to come; the Commissioners are willing to hear them. If the evidence is worth anything it will come, as we have already had it, from Ireland, and the habits of the people, I take it, have nothing to do with the matter, or nothing more than could be explained by the evidence. How do the habits of the people affect the evidence?—I think it would be looked upon as a kindly move on the part of the Government towards Ireland, and the feeling would be reciprocated, and they would exert themselves to meet the views of the Government in every way and try to remedy the evil.

7157. Has not the Government evinced such a feeling by appointing this Commission to inquire into the state of the Irish railways?—Yes, to a certain extent it has, and to a certain extent it has been responded to by the people in Dublin. They have called a meeting, and they have got together such witnesses as they could, and they have sent them over to be examined, as you have seen, from the meeting that was held, but it would be carried to a greater extent than that, and in a beneficial way.

7158. In what way would it be beneficial?—I do think that the mere sitting of a committee in Dublin would remedy the thing; I think that the committee should have delegates appointed, in order to go through the different parts of the country, and draw up a report to be afterwards considered by the committee sitting in Dublin.

7159. You would have a roving commission over the whole country?—To certain parts of it.

7160. Do you not think that the people of England would be inclined to demand the same thing, and why should there not be an inquiry about Northumberland in the same way, and why should not a roving commission be sent there as you would propose from Dublin to Castlebar?—I think that if the Government had any serious intention of carrying out great railway reforms in Ireland, such as purchasing up some of the railways or lending money at a very low rate of interest with the view of reducing the fares and charges, it would be absolutely necessary, before they did that, that they should inquire more minutely into the state of the case in Ireland, and I think that naturally they would send delegates throughout the country to obtain information.

7161. How do you know that this Commission are not inquiring minutely into the whole subject at this moment?—I do not know. You may be doing so. I merely throw out these views as resulting from my knowledge of the country, and what I believe to be the feeling of the people in Ireland as to the Commission sitting here.

7162. (*Capt. Galton.*) You did not say, I think, that you thought it desirable the Government should interfere much in the railways?—I think that in the case of some of the railways it would be very beneficial.

7163. I understood you to say that all you thought it desirable to do at present was, that this Commission should pursue further inquiries, but do you consider it desirable that the Government should

lend their money to the Irish railway companies?—Yes, with a view to taking some steps to buy up some of the railways, or of lending them money at a very low rate of interest.

7164. (*Mr. Ayrton.*) In your communications with persons at public meetings, have you gathered that there is any definite desire on the part of the community that the Government should do anything in regard to the Irish railways?—I think there is a general feeling throughout the country that the railway directors are not liberal enough with the public.

7165. Have you ascertained whether there is any precise or definite wish on the part of the community in Ireland that the Government should do anything whatever as to the Irish railways?—I think there is a large section of the inhabitants who have expressed their opinions that it is necessary. On the other hand, I have met with a great number of those who are chiefly composed of directors of these lines of railway and of their friends, who would rather take the other course, that is, who are opposed to Government interference, and who think that such a step would interfere to a certain extent with private rights.

7166. What is the definite wish or the purpose of those who wish the Government to interfere? what is it that the Government are to do?—I have not heard them state or point out any very clear plan; in fact, I do not think that they see clearly what course the Government are to take. Mr. Galt has written a book on railways, and he has spoken at the meetings which have been held, but his views have been laughed at a great deal. His idea of travelling so cheap, and of treating a human being like a letter and transporting him along like a letter, has been laughed at; but there are many persons who go a good way along with him in thinking that the Government, by purchasing up the railways at a certain rent, might be doing something that would be very beneficial to the people by reducing the fares. And supposing that the Government lost by the transaction they might put a tax upon the country in the shape of a penny in the pound on the income tax so as to make up the difference; people think that that would not be felt all over the country.

7167. (*Mr. Roebuck.*) Do you mean confining that tax to Ireland?—Yes, that is one of those propositions that I have heard advanced by some people.

7168. (*Mr. Ayrton.*) Among the community or the persons with whom you have associated in connexion with this agitation have you found that proposition has met with general approbation and assent?—I have heard them speaking about it, and some very wise heads, or people who are considered to be very clever, have said that they thought it could never be carried out, but I do not myself think that it is impracticable.

7169. But it has not received general assent, or can you put it before the Commission as a proposition that meets with general approval in Ireland?—That really I could not give an answer to; I have no means of telling. I have never asked the question of a sufficient number of people, and received replies to enable me to answer the question. I have never called a meeting and submitted a resolution to it, saying, “Are you prepared to assent to such a system “being carried out, and as many as wish for it will “say Aye.” That has never been tried. However, I know many who think that it is feasible, but there are others who see great difficulties in the way.

7170. May I take it that you have not matured any plan that you wish to submit to the Commission?—Yes; I have never gone into the figures sufficiently to be able to suggest any plan.

7171. (*Mr. Horsfall.*) Although you state that you have not ascertained the opinions of others, would the plan you have just suggested in your opinion be generally acceptable?—I think it would if the present owners of the property would sustain no loss when the matter was adjusted; there are

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many proprietors in some of the lines of railway who would not be satisfied to sell the lines at the present price of the shares; they think they will improve very soon.

7172. (*Lord Donoughmore.*) With respect to the proposed additional penny in the pound upon the income tax, I suppose you pay income tax under Schedule D. ?—I pay income tax on the profits made in my business.

7173. How would you like to have to pay an additional penny in the pound ?—I do not think I should mind it at all. I think that the benefit to the country should be looked at; the people being able to travel for two-thirds or one half of the present rates all through the country, and goods being carried at similarly low rates.

7174. Do you think that the increase in your business, from the greater facility which would be afforded, could be such as to recompense you for the additional penny in the pound you would have to pay ?—I think it would.

7175. How do you think that such an additional charge would be received by the owners of landed property; what would they say to it ?—Unless they could see clearly that it would bring them higher rents for their houses and for their land I do not think they would like it much, because they are not in business and would not profit as manufacturers would.

7176. I will take the case of Lord Pembroke, who is the owner of considerable landed property in Dublin; how do you think that he would like to have to pay an additional penny in the pound for this purpose; what benefit would he derive in return for it ?—I think he would hesitate before he would pay it. I think it is a nice question to look forward to see how it would benefit his property, but the country might be so improved, and the population might come back to it again, and there might be a demand for the houses in Dublin, where his property is, and they might fetch a higher rent than they do now, and there might be a greater demand for building ground from the increase of the population and the increased prosperity of the country; it is just a matter of calculation.

7177. (*Lord Stanley.*) I suppose you calculate upon the deficit to be made up in that way being only temporary, that is to say, you would not consider it fair, I presume, that passengers and goods should be permanently conveyed below a fair remunerating price, and the difference to be made up at the cost of the public ?—I look at it in this light, that after a time the increase of traffic upon the lines would be such that the penny in the pound would cease to be levied upon the country, but that for a time it would be required.

7178. (*Lord Donoughmore.*) Would not that be a tax upon the general community for the benefit of the merchants and traders, or are they not the class who would be principally benefited by the proposed reduction of the rates charged upon railways ?—In my opinion the whole community would in fact receive a benefit from it; they would be enabled to travel about. I often have to go down to collect some rents from a small property of mine in Kildare, and if I could go up and down for half the fare, and I calculated all the money that I should save, I believe it would amount to a great part of the increased income tax that I should have to pay. But still I consider that we must look to what would be for the good of the whole country in such a movement as this; it is very difficult to legislate for the mass of the people without injuring, to a certain extent, a certain class.

7179. (*Mr. Roebuck.*) Will you be good enough to read that resolution (*handing the same to the witness*), and state what you think would be the result if you were to put it to a public meeting in Dublin ?—“That the railways of Ireland be bought by the Government, and if any loss arise from such acquisition that loss to be repaid to the Government by an increased tax on income; such tax to be imposed

“on the people of Ireland alone.” I think it would be necessary, in order to carry that at any meeting, there should be a little addition made to it in this shape :—“That the railways of Ireland be bought by the Government with a view to lowering the rates “from the present day one third or one half, &c.” I think that that would be carried; but I do not believe they would consent to it, unless they had something in exchange for their increased income tax.

7180. (*Sir R. Hill.*) Have not the landowners of Ireland benefited largely by the construction of railways ?—I think that the whole country has been benefited.

7181. Would not that benefit be extended by a large reduction in the rates charged upon the railways ?—I think so.

7182. Supposing the rates to be lowered, would not all classes derive an immediate advantage from that lowering of the rates ?—I think so.

7183. Would they not, in addition to that, derive a further advantage from the improvement that would take place in trade, and from the increased value of land ?—I think so; and that is my reason for believing that the resolution, with my little amendment, would be passed in a meeting of the people of Ireland if it were put and thoroughly explained to them.

7184. That is to say, if they believed that the purchase of the railways by the Government would lead to an extensive reduction of the rates of charge ?—Yes.

7185. (*Lord Donoughmore.*) How would such a reduction in the rates of charge benefit the landowner whose land was let on long leases—he could not raise his rents ?—I think that the head landlord would have to wait until the lease was out before he could raise the rent.

7186. Do you not observe that in the meantime he would still have to pay the increased income tax ?—Yes. There are but few noblemen in the country, or landowners, who have all their estates set on long leases, and they would get plenty of their land relet at higher rates, owing to an improved railway system, and that would compensate them; and as the leases fell out in other places they could raise the rents.

7187. Is not a great deal of the land in Ireland held on perpetuity leases ?—I do not think there is. There may be in the case of building ground, perhaps, in the neighbourhood of Dublin, in fee simple.

7188. The owners of property held on perpetuity leases would be subject to the tax, and they could derive no benefit whatever, because they could not raise their rents ?—That is a nice point.

7189. Is it not a fact ?—It appears that it would be rather an injustice to that class of persons.

7190. (*Sir R. Hill.*) Would not the owners of the land travel upon the railways ?—Yes, they would. I do not think that a person would derive the same benefit who had set his land at a low rate in perpetuity that the landlord would who had not so set his land; but still, personally, he would derive a certain amount of benefit.

7191. (*Lord Donoughmore.*) Supposing him to be an absentee, would he not be equally subject to the proposed tax; and how would he derive the slightest benefit ?—I am very much against all absentees. I would recommend them to live at home, and then they would get the full value of the system. In many cases they would derive no benefit; but if a landlord was anxious for the welfare of the country, and of the people who lived upon his estates, he would look upon this as a national advantage. That is one of the difficulties in the case.

7192. (*Sir R. Hill.*) Does not an absentee landlord require to have a bailiff or some such person present ?—They always have an agent.

7193. Then those agents would derive an advantage ?—Of course they would from lowering the fares.

7194. And from the reduced prices of the articles they consumed ?—Yes.

7195. Also in reduced charges upon cattle carried to or from the estate, and upon the produce of the estate generally?—Yes.

7196. Indirectly therefore, would not the owner of an estate derive an advantage, although he might be an absentee?—He would no doubt.

7197. (*Mr. Horsfall.*) The landlord would derive a benefit to this extent, that the tenant would be placed in a better position to pay his rent?—Yes, no doubt he would, and he would feel that his tenant was a sure one; there are many landlords in Ireland who, I believe, have set their lands to tenants for perpetuity, and the tenants give them up when they find that they cannot make anything out of them, and go off to America; I think that there are such cases, whereas if this scheme was carried out it would not happen, as the tenant would have the advantage of a cheap mode of travelling and a cheap mode of conveying his cattle and bringing them to market.

7198. (*Mr. Ayrton.*) Everybody in Ireland would be benefited, but the persons who had to pay the income tax would pay for that benefit out of their own pockets?—Just so.

7199. Do you see any particular justice in that?—I think that if the community at large receives a benefit from the state, it is only fair that they should make a return for it.

7200. But the tax would be imposed on a very limited class in Ireland for the benefit of the whole?—I think I have already shown that the whole community would receive a benefit; some no doubt more than others.

7201. Do you think that if the whole community, not only those who pay income tax but those who consume whisky, had a per-centage of the tax put upon them, that any ordinary assembly would assent to the proposition that the loss should be distributed over the whole community by direct and indirect taxation?—I myself prefer indirect taxation; I would rather not see it at all, but pay it as a matter of course.

7202. What particular benefit is to arise from limiting the charge on the one hand, and of putting it on the community on the other. You first propose to benefit the community by taking 500,000*l.* off the charges they incur in travelling by railway, then you propose to put that 500,000*l.* again on the community in the form of taxation. What would be the particular benefit arising from that?—I think the great point that we want to arrive at is the thorough development of the railway system in Ireland, so as to make it most advantageous to the people. I hold that a reduction in the fares carried out on the principle that we have been talking of, after a year or two would have the effect of doing away altogether with this extra tax, that it would bring in a sufficient revenue, and in fact prove a benefit instead of a loss, and I say that it is better to take a step to attain that end rather than to do nothing and let things remain as they are.

7203. (*Lord Stanley.*) In the event of your expectation not being realized, and the deficit not being made up, for what period of time would you continue the subsidy to the Irish railways, or would you discontinue it at any rate after a few years?—I think that if the project is carried out by the Government it will have to be adhered to; I do not think they could ever go back again. If once they took up the railways they could not go back again to the old system; that could not be done. I may state that I think there would be one great advantage from the Government taking them up, and which would follow from concentrating the management of the different lines; a great saving would in this way be effected. Just consider the number of different companies which are to be found between Dublin and the Giant's Causeway. I suppose there are 20, and every one of them has a secretary, an assistant-secretary, and a staff of officers in the various towns, and there are the directors to be paid. All these directors have their friends to put in places, and they

become a charge on every one of these individual lines. If they were all concentrated in one head establishment I suppose that there would be 50 per cent. of those charges upon the railways saved, which would of course go as a set-off against the apparent loss that might take place.

7204. (*Sir R. Hill.*) If a large reduction in the rates of charge was made, a certain amount of gain would result to the public, first in the shape of reduced payments to the railways, and eventually probably in the shape of more frequent journeys; a larger quantity of goods would be transmitted by railway: would there be any chance whatever that the loss which would have to be made good from income tax would be as great in amount as the gain to the public?—I think that the gain to the public would be a great deal more than the loss eventually.

7205. Therefore the case assumed, viz., that a small class of individuals would have to compensate the Government by paying a sum equal to the gain distributed over a larger class, is not a possible case?—I think not.

7206. (*Mr. Gower.*) How would you deal with new railways, either those in course of construction, or to be made hereafter; would you deal with them in the same way as with the existing railways?—I think that if the Government took up the railways they would have to make the new ones, and carry them on on the same principle, to make the trade of the country harmonize together.

7207. Supposing additional lines to be made, and there was a loss consequent upon the reduction made in the charges, which was to be made up by income tax, that tax would have to be increased with reference to the new lines?—Of course.

7208. Would not those districts which are already accommodated by railways be adverse to any extension of railways in that or other districts?—It might so happen that an extension of railways in a district which had already been supplied with railways might improve that district even still more, and much more in my opinion than the amount of any tax they would be obliged to pay. It is a very speculative thing altogether; but that is my own private opinion about it, looking at the state of the country.

7209. (*Sir R. Hill.*) Railways could not be extended without the consent of Parliament?—Of course not.

7210. If the extension of railways had the effect of throwing an additional burden on those who contributed to the tax raised for the purpose of indemnifying the Government, would not that furnish a sufficient ground of opposition to the extension of railways?—I think that when the question arises of making a new railway all these matters must be calculated by the Government, and of course if there was a very great loss anticipated, or they did not think there was a fair chance of its paying in the end, they would not make the line.

7211. Is it desirable in the interests of the public at large that railways which are unremunerative should be constructed?—I think that in a properly constituted country railways should not be constructed unless they showed a fair likelihood of being remunerative.

7212. (*Mr. Gower.*) Might not a railway be constructed which would be remunerative if the Company was left to charge what fares it liked, but which would not be remunerative if you enforced a reduction of the fares?—High charges would militate against the trade in the district; the traffic would not go over the line, and I think it would be a suicidal policy to pursue if the charges were not lowered. I do not think that anyone would travel over the line except those who resided there, and had a local interest in the place, and were obliged to go.

7213. If the alternative was that the district should not have any railway at all, might not the inhabitants be willing to pay high charges rather than not be able to travel at all?—I think that in such a case I would

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let them take to the road until the country was sufficiently populated to make the railway pay.

7214. (*Sir R. Hill.*) Suppose such a case to arise, might not Parliament make an exception in favour of such railways?—Of course it might, but I think that if they made exceptions in that way it might lead to exceptions being made in other parts of the country, and it would upset the regular uniform traffic throughout the whole.

7215. I will suppose the present railways to come under the arrangement which you have in view; that they are to be bought by the Government, and the fares at present charged greatly reduced. If parties after that should think it desirable to construct a new railway, but were of opinion that it would be unremunerative unless higher charges were made upon it than upon the old lines, would there be anything to prevent Parliament taking that matter into their consideration, and if they were satisfied that the view taken by the projectors was a correct one, allowing that railway to be made with high maximum rates?—That is a question altogether for a Parliamentary committee to decide.

7216. (*Mr. Ayrton.*) Do you think that people would continue to pay taxes on account of the railway charges being reduced all over the country, and at the same time have to pay higher rates upon certain railways? Would it not be very difficult to carry out such a system as that?—I think it would. In legislating you must look to the advantage to be derived by the whole country, you cannot legislate to please all parties.

7217. (*Capt. Galton.*) What is the average fare per mile by the public cars in Ireland, in districts where there are no railways?—I think that Mr. Bianconi has a car running from Galway to Castlebar. The distance is about 40 miles, and I think the fare is 3s. 6d., which would be about a penny a mile; it is an outside car.

7218. (*Lord Donoughmore.*) If the Government were to take possession of all the existing railways in Ireland, do not you think it would be necessary almost, for the completion of the scheme, that all future railways should come into the hands of the Government?—I do, of course.

7219. Therefore it would scarcely do, when once the change had taken place, and the existing railways were placed in the hands of the Government, for Parliament to give authority to any private speculators to make new railways in the country?—I doubt whether it would, unless it was done on condition that after a certain time they were handed over to the Government to be put under the same system. There might be special legislation to suit a particular locality. In Belgium, I believe, all the railways are under the Government.

7220. (*Sir R. Hill.*) All this would depend upon the will of Parliament, would it not?—Yes.

7221. If Parliament was of opinion that to construct new railways would add to the burden of the Government or to the burden of the payers of income tax in Ireland, they might, if they chose, say, these railways shall not be constructed?—They might. There is one matter that I wish particularly to allude to, and that is the high charges for the carriage of coals. Mr. Goodbody, who is a large miller, in the centre of Ireland, in a letter which I have received from him this morning, alludes to it, and, with the permission of the Commission, I will read his letter.

7222. (*Chairman.*) Be so good as to read it.—“I think that coal, if carried more cheaply, would come into more general use; the advanced value of labour makes turf more expensive; and though it would take some time to change habits, I have no doubt that coal at $\frac{3}{4}$ d. per ton per mile would be a fruitful source of revenue.”

7223. (*Mr. Glyn.*) From what part of Ireland does he write?—From Clara, which is in the centre of Ireland and within 15 miles of the Shannon.

7224. (*Lord Donoughmore.*) That is in a country full of peat-bogs, is it not?—Yes. He says here that the habits of the people would change, and that they would buy coal, which would induce a large traffic in coals from England, that steam colliers would run from England to Dublin, that coals would be carried right down there, and that such traffic would produce a profitable return to the railways.

7225. (*Mr. Glyn.*) Does he mention the price at which he would wish the coal to be carried down to his station?—He means generally to be carried into the interior of the country. We have coal mines in Ireland; but it is anthracite, which is not suitable for domestic purposes.

7226. (*Lord Donoughmore.*) Do you not think that if coal was carried into Ireland in such quantities as completely to supersede the use of turf, it would deprive a very large class of people of employment, who now earn their living by making and saving turf, and selling it in the different towns?—I scarcely know the amount of the population that is engaged in that occupation; but I think the advantage of getting coal cheaply in the interior of the country would compensate the poor people for that, or that they would obtain employment in other ways.

7227. Do you think it would compensate those who now obtain their livelihood by cutting and saving turf?—I think that generally they would get employment elsewhere; some of them would suffer, no doubt.

7228. (*Mr. Roebuck.*) Is not the objection which is suggested to the introduction of coal the objection that was always made to the introduction of machinery?—Of course it is.

7229. If it has been proved to be futile as against the introduction of machinery, is it not very likely to prove futile in the case referred to?—Of course it is. The fact of getting coal into the interior of the country, and making it available for working machinery, would provide employment for those people much more profitable than that of cutting turf.

7230. (*Capt. Galton.*) Did you not state that one of the reasons why you thought it desirable to introduce coal was that the rate of wages was getting so high that it was no longer remunerative to cut turf?—That is what Mr. Goodbody says; the number of the population that used to cut turf is greatly diminished.

7231. (*Sir R. Hill.*) What is the distance of the place you have named from the nearest port?—About 80 miles; it is about half the width of Ireland.

7232. What is the present charge by railway for the conveyance of coals?—I do not know.

7233. It has been stated to be for a considerable distance about a penny a mile; your own information does not negative that statement?—No; Mr. Goodbody states that it is a penny a ton per mile.

7234. What is the present charge?—I do not know what it is.

7235. Of course any reduction in the railway charges would not affect the price of the coal at the port?—If there was a large demand springing up in the interior of the country for coal, the price would rise a little in the port, but the demand would very soon be supplied by screw steamers, and more collier vessels, and it would soon equalize itself.

7236. A reduction in the railway charges would not lower the price at the port?—I think not.

7237. Therefore the price at which coal would be sold at Clara would be reduced only by the difference of freight between the port and the town?—Just so.

7238. That is to say, about 80 times a halfpenny?—Yes, or 3s. 4d. a ton.

7239. Do you think that that would very materially increase the consumption of coal?—I think that 3s. or 4s. a ton is a large thing upon such an article as coal, where the price varies from 15s. to 20s.; it is about 25 per cent.

7240. Do you think it would bring coal into use in places where turf could be obtained in the neighbourhood?—Mr. Goodbody, who is the owner of large

landed property, seems to think so, and he is a better authority than I am. My opinion is that it is likely it would be so.

7241. (*Capt. Galton.*) Are not the facilities afforded for unloading coal in the port of Dublin very defective?—The port of Dublin is supplied now by colliers.

7242. But I am referring to the means afforded for unloading coal, are not they deficient?—It is done in the old style, filling the coal into bags, and carrying it off on men's shoulders, but there is a movement going on in Dublin, the object of which is to empty the ships by machinery.

7243. Do you think that will save much in the cost of the coal?—It is expected that it will make the price of coal uniform throughout the year. At the present time it varies 6s. and 7s. a ton, according to whether an easterly wind sets in, and there is a small stock only in the city. There is a monopoly in the hands of some parties, and they raise the price. I have known the price rise from 15s. to 20s. a ton.

7244. (*Mr. Ayrton.*) We have been told that the arrangements in the port of Dublin are so defective that the price of coal is increased by 3s. 4d. a ton, between the landing wharf and the railway, and is it not right that that the people of Dublin should exert themselves to reduce that 3s. 4d. in the price of the coal rather than that it should be contributed by the revenue, while they remain inactive on the subject?—I think that the people in Dublin ought to endeavour to bring coal in as cheaply as possible.

7245. Ought they not to do their share in the work before they call upon the Government to assist them?—We are doing it as fast as we can, but we are a little slow in Dublin, we have not so much public spirit in Dublin as in London.

7246. You are aware I suppose that in most parts of England the railway comes down to the landing place, and that the coal is unshipped at about 2d. or 3d. a ton?—Yes.

7247. In Dublin it costs about 3s. 6d.?—Yes, but an Act has been passed during this session to enable the Corporation of Dublin to lay down tramways along the quays which will enable trucks to be run alongside the coal vessels, and the coals will be emptied direct into them. In a few years time I have no doubt that the present system of discharging coals in Dublin will not exist.

7248. Then you will get coal at such a reduced price as to put an end to the use of turf, and stimulate the manufactures of Ireland without looking to the public revenue for assistance?—We shall get it in both ways, we shall have coals cheaper in Dublin, and the people in the interior of the country will also get it.

7249. You say that it will be necessary to effect a reduction of 3s. 4d. a ton to accomplish these objects, and that you will attain that reduction by the improved arrangements you are making in Dublin?—Yes; but we have not got to that yet; but it would be a great inducement to a poor man to use coal if he could get it for 2s. or 3s. a ton cheaper.

7250. Will not a man in Clara for instance be in an infinitely better position as to obtaining a supply of coal than a great part of the population in the south of England, when the people of Dublin choose to exert themselves and do what is necessary?—I do not know how the people are supplied in the south of England.

7251. Are not the people in the south of England further from the sources of supply than the people at Clara?—I doubt if they are, and I do not know what the charges for carrying coal over the railways in England are. There are coal mines in the centre of Ireland; but any seaport town can be approached by a vessel coming from Carlisle or from Newcastle.

7252. You have coal close to you on the opposite coast of England?—Yes.

7253. Therefore it could be brought by a short sea voyage, and sent for a distance of 80 miles into the interior; are not those conditions much more favourable for getting a supply of coal than in many parts

of the south of England?—I think they are, but in the south of England you have no turf.

7254. That is a further advantage which the people of Ireland enjoy?—Yes; but the poor people in the south of England are better off than the people in the interior of Ireland, and they can afford to pay a higher price for coal, so that it does not come to the same thing; wages are higher, and they are in a better position as inhabitants of the country.

7255. (*Mr. Dalglisch.*) Supposing that the Government took over the railways in Ireland, and during the first three years they sustained an average loss of a million per annum, and during the next three years, from increase of traffic on the railways, it turned out that there was no loss at all; would the people of Ireland be content with the railway rates as you would propose to reduce them, or would they not insist upon a further reduction of the rates?—I do not think they would; I think that if the rates were reduced down to what we have been talking about, it would satisfy the people, for it would bring them down as low as in any other country, lower I think than in any country in Europe.

7256. (*Capt. Galton.*) Are you aware that the rates for third-class passengers in India average $\frac{3}{4}$ ths of a penny a mile?—No.

7257. (*Chairman.*) I gather from you that it is an opinion very generally entertained in Dublin that it is desirable that this Commission or some of its members should meet in Dublin and elsewhere in Ireland; can you point out any kind of information that could be obtained by going over to Ireland, which we cannot obtain by examining witnesses here?—I think that if the Commission sat in Dublin or in Ireland evidence would come before them which it is not likely will come before them while sitting in London. I think that the Commissioners would be more likely to know the feeling of the people towards the movement by being present among them than by sitting here, by talking with them and coming in contact with them. This very resolution which was put into my hand by a member of the Commission could be spoken about among them.

7258. If the Commission sat there I suppose you would expect them to proceed in the same way as they do here, by examining witnesses?—Of course that would be the way; but what I thought was this, that you could go through the country, or appoint agents to go through the country, and ascertain the feeling of the people in certain districts, and see whether, in the north of Ireland for instance, they would be satisfied if their fares were lowered to what we have been talking about, and whether they would be willing to compensate the Government in the way we have been talking about.

7259. Is there any reason why the witnesses should not come here, and state their opinions in this room?—I do not suppose there is; but I do not think they are so likely to come. As I have explained before, there is a feeling over in Ireland that this Commission will all end in smoke, and there is not that interest felt in it, and they do not feel with regard to it as if it was likely to end in anything. If the sittings of the Commission were held in Dublin, and if the Government were to show the people that they were in earnest, and were going to do something for the railway system, it would be looked upon in a very different light. I say this from my knowledge of the people in general. I know that they look upon the thing in the way I have described.

7260. (*Capt. Galton.*) So far as the facts of the case are concerned, the Commissioners can surely obtain all the facts which they require just as well here as by going over to Ireland?—If you can get the parties to come forward to tell them as well here as in Dublin, of course you can; but I do not believe you will. If you want to legislate for the country, you are more likely to do it satisfactorily in the country and in connexion with the people than when you are away from it.

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7261. (*Mr. Horsfall.*) You do not think that the facts could be better elicited in Dublin than in London, but it is a matter of feeling on the part of the Irish people?—I think that you would be more likely to get more evidence upon the matter, and you would see exactly the feeling of the people towards it there better than you can here. Another view of the matter is that you might appoint agents to go through the country and hold meetings, and invite people to come, or send special commissions into the north, south, east, and west, and get people to come there and speak about it.

7262. (*Chairman.*) Do you think it necessary to go to Ireland to form an opinion as to whether a reduction of fares would, or would not, be a proper step to take in Ireland?—My opinion is that it would be a very proper step to take to reduce the fares.

7263. But is it necessary to go to Ireland to form an opinion upon that?—I do not think it is, as far as that goes, but I think, that in order to form an opinion as to whether it would be wise for the Government to take up the Irish railways and to carry out the scheme which has been suggested, the Commission would find more elements in Ireland to form an opinion upon, by being present in the country than sitting here.

7264. (*Lord Donoughmore.*) The point upon which I suppose you think we could obtain more information in Ireland is the proposed new tax?—Yes.

7265. You have suggested that public meetings should be held in various parts of the country?—That is one way of doing it.

7266. Is it not probable that at any public meetings which could be held in any town in Ireland, not 5 per cent. of the persons present would be payers of income tax, or a large proportion of the whole number?—I think you might say 20 per cent.

7267. Say 20 per cent.; do you not think that the other 80 per cent. would be glad to put the tax upon the 20 per cent.?—Yes, but I do not think that I would test their sentiments by a show of hands in a public meeting where there was only 20 per cent. of income-tax payers.

7268. (*Mr. Ayrton.*) You would propose that a tax should be put on the people of Ireland to compensate for the loss sustained by the experiment?—I am in favour of indirect taxation.

7269. What necessity is there for the Commission to go to Ireland; and as to these public meetings cannot they be held in the towns, and resolutions put to see whether the people are desirous that a tax should be levied?—That is what I have suggested, it could be done in that way. If the Commissioners did not like to go over they could delegate parties to find out the feeling of the people on that point.

7270. Could not the sheriffs convene meetings in the counties, and invite an expression of opinion from the inhabitants upon these points; and would it not be better that that opinion should be given spontaneously without the presence of the Commission?—You could obtain a very fair idea of it in that way, but still a meeting of the Commission in Ireland would be a popular thing; it would carry the people more with you than by conducting the inquiry here.

7271. Might not you set an example by calling a meeting of the inhabitants of Dublin, and passing a resolution expressive of their desire that a tax should be imposed upon the people to make good any deficiency in consequence of a reduction in the railway fares, without the presence of a Royal Commission?—I could, but at the same time it would be necessary to explain the matter to them.

7272. The Commissioners could not explain the matter to them; that must be done by gentlemen like yourself, who understand it?—Yes, but I think they could explain it. If the Commission were to sit openly, and the examination of the witnesses was in open court, and the questions put were heard, I think it would open the public mind as to the feasibility of the thing. But if I were to call a public meeting in

Dublin, and proposed a resolution to them, they would say, "No, we will not be taxed," and they would say that because they would not understand it; but when the matter was ventilated, and their minds were brought to bear upon it, they would see the good that would be eventually obtained for the country, and they would feel willing to bear the taxation.

7273. (*Mr. Dalglisch.*) Suppose that you called a public meeting in Dublin, and proposed that the deficiency should be paid out of the Consolidated Fund, do you think you could make them understand that?—There is such an anxious wish in Ireland to get things out of the Consolidated Fund, that I dare say that would get over a good deal of the difficulty. They do not see that they are actually paying into the Consolidated Fund, and that is why I say that indirect taxation would be better, because it would not be seen.

7274. (*Mr. Gower.*) Would there not be this danger, that expectations would be raised which never would be fulfilled?—I do not think so.

7275. Is it desirable that any expectations whatever should be raised as to what may be going to be done?—I think that the minds of a great many of the people in Ireland at the present time are turned towards this matter, and they expect that some result will take place, if not from the labours of this Commission, that the subject will occupy the attention of the people, and still further of parliamentary committees.

7276. (*Mr. Roebuck.*) And that it will not all end in smoke?—Yes. I say that a great number of the people are of that opinion; but there are a certain number also who will agitate the thing still, until it comes to something, and as I have said, the presence of the Commission in Dublin would give the people a certainty that something was intended to be done; the people will have it, and I think the presence of the Commission would have a good effect.

7277. (*Lord Stanley.*) Are you not mixing up two things, the one popularizing a particular scheme and agitating it extensively, as you seem to wish, and the other a business which the Government have put upon us to do, which is to inquire whether a particular thing ought to be done?—I think that if the thing is to be carried out by the Government, the Government would have to be compensated in some way, and therefore it seems to be necessary to bring in the popular element in order to meet the question of taxation.

7278. (*Chairman.*) The return which I hold in my hand was drawn up by Alderman Mackie?—Yes. He wanted to show the favourable position of the English merchant as compared with the country towns of Ireland, and as against Dublin.

7279. I see in this return the charges from Liverpool and other English towns to a variety of towns in Ireland, but I do not see the charges from Dublin to those towns?—I have observed that it is defective in that respect.

7280. Are there any other matters to which you wish to call the attention of the Commission?—Mr. Robert O'Brien intended to have been here to give his evidence as to the cattle traffic, but I have received a letter from him in which he states—"My Dear Lord Mayor,—I regret that other engagements prevent me from attending to give evidence. The railways have advanced the charges for conveying cattle and sheep fully 20 per cent. the last ten years, and in addition charge the drover on his return; this has caused great dissatisfaction, and the results are as follows:—Many drive their stock to market in place of railing; others have turned to other markets, for instance, parties from Tipperary and that district who prefer Dublin have, in consequence of the increased charges, turned to other markets, Waterford and Bristol, &c. I would write more fully, but am in haste to catch the post." He is one of the most experienced sales masters in Ireland. There is another matter with

regard to the Wicklow Copper Mining Company, who have large mines near Avoca, from which they produce pyrites, sulphur ore, and iron ore; this has been developed lately, but it is of such poor quality that unless the carriage to England is very low, the traffic will not be developed in the district. I hold in my hand a letter from the secretary of the copper mining company, addressed to Mr. Jackson, who is our secretary of the committee in the chamber of commerce:—"Herewith I send you the last half-year's report of the Wicklow Copper Mining Company with a paragraph marked, showing a decrease of 10,000 tons in iron ore in the half year's workings, in consequence of the unsatisfactory arrangements as to carriage of their ores with the Dublin, Wicklow, and Wexford Railway Company. The chairman or any of the board are quite prepared and willing to give evidence to the Royal Commission explaining this matter, and their carriage arrangements with the railway company, which appear to the directors very high and unsatisfactory." One

The witness withdrew.

Mr. JAMES HYNDMAN MACAULEY called in and examined.

7283. (*Chairman.*) You are the manager of a bank in Coleraine?—Yes.

7284. There are several railways, are there not, between Coleraine and other parts of Ireland?—Yes.

7285. Will you mention the different railways?—There is, first, the Northern Counties Railway, which comes into Coleraine.

7286. Where is that from?—From Belfast; one terminus is at Belfast and the other is at Coleraine. Then there is the Londonderry and Coleraine railway, having a terminus at each of these places.

7287. Is there not a third railway from Coleraine to Portrush?—That is part of the Northern Counties. I should have said that the termination of the Northern Counties is Portrush and not Coleraine; it passes through Coleraine.

7288. Is there much dissatisfaction in Coleraine at the manner in which these railways are managed?—There is, I have often heard, dissatisfaction expressed at the differential rates which are charged. There are no fixed charges.

7289. Will you explain more particularly what you mean by differential rates?—Some goods from Portrush, which is only seven miles from Coleraine, are charged as much as if they are brought from Londonderry, which is 35 miles from Coleraine. All heavy goods, such as coals, timber, slates, &c., are carted from Portrush; merchants do not avail themselves of the railways at all to bring them up; the charges are so high upon the railways that they can cart them for less.

7290. Can you get those descriptions of articles at a lower rate from Londonderry than from Portrush?—At the same rates.

7291. All descriptions of goods, in fact?—Not all descriptions. Coals are brought from Londonderry at a rate of about 2s. per ton. They charge 2s. for bringing them seven miles from Portrush, and the same for bringing them 35 miles. That is for the purpose of making Londonderry the port for Coleraine.

7292. (*Capt. Galton.*) Are any of the directors personally interested in the port of Londonderry?—No, I cannot say that they are; I think they are nearly all Belfast men. Our merchants get almost all their goods landed at Portrush. The grocers get their teas and sugars across from Glasgow, and they are landed there, so that we have very little goods traffic between Portrush and either Belfast or Londonderry. The Coleraine people are now making an application to the Board of Trade for a loan to improve the navigation of the river, and we hope, after some time, to have it made navigable so as to make Coleraine a sea port, and then we shall be more independent of the railway companies.

7293. The object, of course, of the Coleraine people is to receive their goods as cheaply as possible?—Yes.

of the directors of the same company wrote to me since I came to London, explaining the thing more fully; it is a very full account of the different rates charged. I will hand it in with the other letters (*handing in the same*). It shows that low fares induce people to go about. I do not know whether it is fair to compare districts, but I was about to refer to the district between Dublin and Bray and Kingstown, which is very much resorted to for pleasure. The railway company were charging so high that some persons set up an omnibus, and put on a steamer, by which passengers are carried for 2d. or 3d. less than by the railway, and the result is that they all get enough to do, plainly showing that lowering the fares encourages the people to go about.

7281. (*Mr. Ayrton.*) In that case there is a large population?—Yes, and I think it is scarcely fair to compare that district with others, as it is altogether a pleasure district.

7282. Is there any other point to which you wish to call the attention of the Commission?—I think not.

7294. Does it make any difference to them whether they get the goods that they require from Londonderry or from Portrush?—I think the journey from Londonderry deteriorates to some extent the value of goods, such as coals and slates.

7295. (*Lord Donoughmore.*) Do you mean that the mere travelling along a railway has the effect of making goods arrive in an inferior condition?—Yes; I think the shaking which they undergo by the long journey deteriorates them in value.

7296. Does the railway at Portrush communicate with the deep water?—Yes.

7297. And at Londonderry?—And at Londonderry also.

7298. Therefore, in that respect, they are precisely under similar circumstances?—Yes, exactly; there is a port at each place.

7299. The two railways belong to the same company?—They are worked by the same company. The Londonderry and Coleraine Company became insolvent, and it is now worked by the Northern Counties Company.

7300. Are there similar differences with respect to passenger fares?—Yes, to Castlerock, which is a sea bathing place near Coleraine, and is 28 miles from Londonderry, they have this rate of charge from Londonderry; they bring first-class passengers at 2s. 6d.; second-class at 1s. 6d.; and third class at 1s. If passengers have to go to Londonderry from Coleraine they are charged about three times that amount. They give a great many facilities to the Londonderry people which people in Coleraine have not; they charge them the highest figure possible. It is a system of management which the people find fault with.

7301. Are you aware of any instances in which this company charges different rates to different individuals over the same part of the line?—I have often been told, I cannot speak to it from my own experience, that some parties can make agreements with them on less terms than others.

7302. (*Capt. Galton.*) For the same quantity of goods?—By the same company for the same quantity of goods.

7303. Have the fares on the Londonderry and Coleraine Railway been the same as they now are for many years?—No, I think not. I am not prepared with the rates for goods traffic, but I can state that the passenger traffic rates have been increased on the Northern Counties line within the three last years.

7304. Is that the case between Londonderry and Coleraine?—On the Northern Counties line between Coleraine and Belfast I think they have been increased, the first-class fare by about 1s., and the second-class by about 8d. or 9d. more than what they were two years ago, and the parcels rates have also

J. Barrington,
Esq.

29th June 1865.

Mr.
J. H. Macauley,

Mr.
J. H. Macauley.
29th June 1865.

been increased. The rate on parcels from Belfast has been rather increased.

7305. Are parcels charged high, now?—They are.

7306. Have the fares on the Londonderry and Coleraine part of the line been altered within the last two or three years?—No, I do not think they have been altered on that part of the line.

7307. Are the fares lower upon that part of the line than on the Northern Counties?—Not in proportion. I have not come prepared to give the exact rates of charge for passenger and goods traffic not knowing that I should be examined to-day.

7308. (*Sir R. Hill.*) Have you not stated that the charge for a passenger going from Coleraine to Londonderry is greater than the charge for a passenger going from Londonderry to Coleraine?—I spoke of Castlerock, which is a sea bathing place within five miles of Coleraine.

7309. Between Coleraine and Londonderry the charges are the same?—Yes.

7310. Whichever way you are going?—Yes.

7311. What is the distance from Portrush to Coleraine?—Seven miles by rail.

7312. What is the charge by the railway for the conveyance of heavy goods?—2s. per ton.

7313. Can they be carried by cart seven miles for less than 2s. per ton?—The cartage from Portrush quay to any part of Coleraine is 2s. per ton, and if it is put on to the railway it is 2s.; then they have to pay an additional sum for getting it carted from the terminus of the railway to different parts of the town, perhaps 6d. more, which brings it to 2s. 6d. Of course they would have to pay something for putting it on to the line at Portrush.

7314. Is the distance seven miles by the common road?—No, five miles.

7315. Then the distance is less by the common road than by railway?—Yes. The line diverges a little towards another sea-bathing place called Port Stewart. It does not go direct, but there is not much variation.

7316. (*Chairman.*) Have you considered the question of the purchase of railways by the Government?—I have heard it discussed in our neighbourhood very often.

7317. Have you formed any opinion on the subject yourself?—My opinion is, that there would be more regularity in the charges, which perhaps might be at a lower rate. There would not be then so many of these differential rates.

7318. Is what you complain of the rates being differential and not the amount of the rates?—The amounts of the rates are high also. Probably they might be lower, and if they were lower I think the traffic could be very much increased. Very much of the traffic is taken off by other sources, which might go by the rail in case it was taken at a reasonable rate, or at a less rate than what it could be carted at.

7319. The rates from Londonderry to Coleraine are low, are they not?—From Londonderry to Coleraine they are; they give very low rates for the sake of encouraging trade in that direction.

7320. No goods go along the roads in that portion of the country?—No, it is too far; it is 25 miles by the road from Londonderry to Coleraine.

7321. Supposing the Government were to purchase the railways, and allow a universal tariff for passengers and goods to be adopted, and a considerable loss was occasioned thereby, should you see any objection to the loss being made up by taxation on Ireland?—The parties whom I have heard discuss the subject suppose that the increased traffic would prevent any loss occurring; but if there should be a loss there would be always two opinions upon that subject; those who travel often would say it might be better to have it levied by taxation, and those who do

not travel often might say that it was better not. I think the general impression is that the traffic could be greatly increased, and by the increased traffic there probably would be no loss.

7322. If there was a loss, how do you think the loss ought to be made up? Ought the Imperial Government to bear the loss, or should it be made up by Irish taxation?—I think the Irish people suppose that they pay sufficient taxation. I fear that most of them would object to it on that score.

7323. (*Lord Donoughmore.*) Do you think it would be fair or equitable to call upon the whole of the inhabitants of the United Kingdom to pay a tax for the purpose of cheapening the traffic upon Irish railways?—In the case of the Post Office it has proved that the increase of trade makes up for any deficiency of that kind.

7324. Assume that there would be a loss; in that event do you think it would be a fair or equitable thing to call upon the whole of the inhabitants of the United Kingdom to pay a tax in order to relieve the persons who travel upon Irish railways, or rather the railway companies themselves, of so much additional loss?—I think unless they could be made to pay that it would not be advisable to make a change.

7325. (*Sir R. Hill.*) Can you point out any means by which it can be arranged that the fares should not be reduced unless the reduction has proved profitable?—I think that the rates of fares are very different on different lines. Perhaps if they were all rearranged, it might be more suitable than some lines charging high and some low rates.

7326. Whatever change may be made, is there not a possibility of that change proving unprofitable?—Certainly there is.

7327. Perhaps this is not a point to which you have given much attention?—I have not heard that matter much discussed. The opinion I have heard expressed about it is, that the increase of traffic which will arise from taking the goods which are at present taken by other sources at a lower rate, should make up the full amount required to work the railways.

7328. (*Capt. Gulton.*) Has Coleraine canal or river communication as well as railway communication?—Yes, there is a river.

7329. Is that a navigable river?—It is the river Ban which goes into the interior of the country; it is navigable up to Lough Neagh.

7330. Do you receive goods from Belfast by means of that river?—No. There is a small steamer which trades upon the river. There is a canal from Coleraine to Lough Neagh, by which goods purchased from merchants in Coleraine are sometimes conveyed into the country. Our chief port is Portrush.

7331. Has the population of Coleraine much increased since the opening of the railways?—No, I cannot say that it has; however it is an improving town.

7332. (*Lord Donoughmore.*) Are there any manufactures?—There is only one linen manufactory; it is a power loom manufactory.

7333. (*Chairman.*) Is it within your knowledge that the traders experience much difficulty in recovering damages from railway companies when their goods have been lost or injured?—I have known two instances of merchants who have made applications to the companies, in consequence of their goods being lost. There are so many companies conveying goods between Coleraine and England and Scotland, that there is great delay and difficulty in getting compensation for losses.

7334. Are there any other points on which you wish to make any observations with reference to the railways coming into Coleraine?—No, I think not.

The witness withdrew.

Adjourned till Tuesday, November the 7th.

Tuesday, 7th November 1865.

PRESENT :

THE HON. E. F. LEVESON GOWER, M.P.
 THE RIGHT HON. ROBERT LOWE, M.P.
 SIR ROWLAND HILL, K.C.B., F.R.S.
 J. A. ROEBUCK, ESQ., M.P.
 T. B. HORSFALL, ESQ., M.P.
 GEO. CARR GLYN, ESQ., M.P.

A. S. AYRTON, ESQ., M.P.
 CAPT. DOUGLAS GALTON, R.E., C.B., F.R.S.
 J. R. MCLEAN, ESQ., PRES. INST. C.E.
 E. T. HAMILTON, ESQ., M.P.
 WILLIAM POLE, ESQ., F.R.S., *Secretary*.

HIS GRACE THE DUKE OF DEVONSHIRE, K.G., F.R.S., IN THE CHAIR.

WILLIAM GALT, ESQ., examined.

W. Galt, Esq.

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7335. (*Mr. Roebuck.*) You were, I believe, the author of a pamphlet entitled "Railway Reform," published in 1843?—I was.

7336. I think you gave evidence before the Committee appointed by the House of Commons in 1844 to investigate the subject of railway management?—I did.

7337. Will you state generally what was the purport of that evidence?—It was to show the desirability of the Government purchasing the railways of the country, placing them under one management, and adopting a very low tariff.

7338. What resulted from the appointment of that Committee?—Upon the recommendation of that Committee a Bill was introduced into Parliament, and ultimately passed into law, in which was recognized the expediency of Parliament at a future time considering the question of the purchase of the railways.

7339. By whom was that Bill introduced?—It was introduced by Mr. Gladstone, who was then President of the Board of Trade under Sir Robert Peel's administration.

7340. Was there much opposition on the part of the railway interest to its passing?—There was very strong opposition. Mr. Hudson was at that time at the head of the railway interest, he convened a meeting of directors of the several companies, and there was every possible opposition made to the passing of the Bill; but the Government were very firm and determined in the matter, and both Mr. Gladstone and Sir Robert Peel expressed themselves very strongly on the subject. Mr. Gladstone in introducing the Bill to the House said "The question of the whole Bill is the purchase, or option of purchase on the part of Government: if we agree about that," he said, "we shall not quarrel about the rest; on the other hand, if we differ about that, it will be a question for our consideration whether we will take the rest, or postpone the whole till a future period." Sir Robert Peel likewise took a warm interest in the success of the measure. He was not prepared, he said, on the second reading of the Bill, "to advise the immediate purchase of railways, nor did he wish to see the Government, or part of the Government, the directors of railway concerns; but, seeing that there was a monopoly with respect to conveyance and communication, the Legislature should have the power of purchasing, after a certain period, after giving due notice thereof to the parties concerned. They were about to say to the railway companies, 'You shall not have a permanent monopoly against the public, but after a limited number of years we give you notice we shall have the option of purchasing your property.'"

7341. Did the Bill receive much support from the public generally?—No, I cannot say that it did. At that time the railway mania had set in, and every one was more anxiously concerned about getting allotments, purchasing shares, and trafficking in them, than attending to railway legislation. Unfortunately at that time there were two opinions in respect to railway management which were prevalent, and had a very strong influence in preventing public attention from being directed to the subject. The one opinion was that as railways in this country cost so much more than they did on the Continent, there never could be a great reduction in the fares; that was one prevalent

opinion, and the other was that if the Government purchased the railways they necessarily must be under their direct management. I think it necessary, before we proceed further in this early stage of the examination, to dispose of these two questions. First, with regard to the alleged connexion between cheaper travelling on railways and their cost, there is really no connexion whatever. We find as a matter of fact that on those railways upon which the greatest expenditure has taken place, which have cost immense sums of money, some hundreds of thousands per mile, people are carried as low as on the railways that have cost very small sums. For instance, on the Charing Cross line, which cost a million and a half of money, the charges are less than on other railways that have not cost a fiftieth part of that sum. Therefore on that matter I do not think it is necessary to say anything more. The other matter is of still more consequence in reference to the idea that by the Act of 1844 the Government was to acquire the direct management of the railways, which opinion still prevails. It is universally assumed when speaking upon this question that if Government purchased the railways they would necessarily have the management of them. These two ideas, however erroneous they are, have I think prevented the public attention being directed to the subject as it otherwise should have been.

7342. What at that time was the extent of mileage and capital then vested in railways?—The amount of capital was about 70,000,000*l.* sterling, the amount of mileage was under 2,000 miles.

7343. Can you tell us what the amount of capital is now?—At the end of last year it was 425,000,000*l.*

7344. Can you also tell us the mileage at present?—The mileage is over 13,000 miles.

7345. Were railways at that time, in 1844, a profitable investment?—At that time they were a very profitable investment; the principal railways were paying 8 and 10 per cent. dividend.

7346. What were the chief arguments adduced by Mr. Gladstone in support of that Bill?—The principal argument he used was that from the magnitude and great extension that might be expected of the railway system during the next 15 or 20 years, it was most desirable that Government should reserve power to itself to take possession of them upon certain specified terms. He stated that it might be expected at the end of 20 years from that time that the amounts payable by the public would amount to about 15,000,000*l.* per annum, whilst we find, as a matter of fact, that it is considerably more than double the amount that he anticipated.

7347. Did Mr. Gladstone express any opinion on the expediency or the policy of the Government purchasing the railways?—No; he expressly stated at the time that he did not think that the Government or the country had sufficient experience of the working of railways to form any definite or clear opinion upon the subject; but he said, that at the expiration of 21 years we should have had full experience of the management and the working of railways, so that the public would be able to form an opinion as to whether it was desirable or not that the Government should purchase them and adopt a low tariff.

7348. Has that Act of 1844 much engaged the attention of the public from the time of its passing to

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the present time?—No; very little. In fact, it has been almost forgotten, and it is only now that it is about to come into operation, or may be brought into operation, that it has at all engaged the attention of the public.

7349. What is the specific meaning which you attach to "Railway Reform"?—I mean thereby the purchase of the railways by the Government, their consolidation under one management, and a low and uniform tariff at one-third of the present average rates.

7350. Are the charges that are now made for the conveyance of passengers by railway more or less than they were formerly by coach?—Much less; I should say on the average that they are not more than one-half what they formerly were.

7351. Are the fares in this country by railway more or less than those on the continent?—They are much higher. I have prepared a table, which I will hand in, of the different fares charged in the different countries on the continent, and from that return we shall find that Belgium is at the top of the list with regard to the low tariff, and England at the very bottom.

The witness delivered in the following table:

TABLE No. 1.*

	Average Fares per 100 Miles.			
	1st Class.	2d Class.	3d Class.	4th Class.
	s. d.	s. d.	s. d.	s. d.
Belgium - - -	6 6	5 6	3 0	—
Spain - - -	11 9	8 10	5 9	—
Italy - - -	10 6	7 11	4 0	—
France - - -	13 4	10 0	7 0	—
Prussia - - -	13 0	10 0	6 6	4 0
Switzerland - -	13 6	9 4	6 9	—
Denmark - - -	13 0	8 6	6 0	—
Austria - - -	13 0	7 6	5 9	—
Norway - - -	13 4	9 0	4 6	—
Holland - - -	14 0	11 2	7 0	—
Portugal - - -	14 2	11 0	6 9	—
Russia - - -	14 5	10 10	6 6	—
The United Kingdom -	18 9	12 6	8 4	—

7352. Do you consider that the fares in this country should in any way be regulated by those on the continent?—I think not. My opinion is that England should choose and arrange what fares may be thought necessary for the public without any reference to any other country.

7353. How do you calculate the expense incurred in the conveyance of passengers; take, for instance, a first, second, and third class passenger for 100 miles, and show us what each costs?—Nothing can be more easy than to make up what the cost of conveyance of each passenger is from the very clear and ample returns published by the Board of Trade. For instance, they give every particular of expenditure, the cost of maintenance of way, locomotive power, repairs, and renewals of carriages and waggons, so that by these means we are enabled to show exactly what the cost of each train is.

The following table will show this very clearly:

TABLE No. 2.

AVERAGE COST OF CONVEYING A TRAIN PER MILE.

	s. d.
Maintenance of way and works - - -	0 5½
Locomotive power - - -	0 9
Repairs and renewals of carriages and waggons -	0 2½
General traffic charges - - -	0 9
Rates and taxes - - -	0 1½
Government duty - - -	0 1
Compensation for personal injury and damage and loss of goods - - -	0 0½
Legal and Parliamentary expenses - - -	0 0½
Miscellaneous working expenditure, not included in the above - - -	0 2
Total - - -	2 7

* See explanations in Mr. Galt's evidence on the 15th November.

We know likewise that a thousand passengers can be carried by an ordinarily loaded train, and by dividing that amount by the number of passengers conveyed, we arrive at the conclusion that a first class passenger can be conveyed 100 miles for sixpence, a second class passenger 100 miles for fourpence, and a third class passenger 100 miles for twopence halfpenny.

7354. That is when the train is full; do you assume, then, that under the system which you propose an ordinary train will always be full?—No; not one quarter full.

7355. What is the tariff which you propose for passengers?—I propose that it should vary from twopence a mile, by express train, down to a farthing for third class passengers by ordinary trains. I have drawn out a table more in detail, which I will hand in to the Commissioners.

The following table was delivered:

TABLE No. 3.

EXPRESS.

1st class, two-pence; 2nd class, three-halfpence per mile.
Fast trains, calling only at first-class stations:
1st class - One penny farthing per mile.
2nd " - Three farthings " "
3rd " - One halfpenny " "
Ordinary trains, calling at all stations:
1st class - Three farthings per mile.
2nd " - One halfpenny " "
3rd " - One farthing " "
Return tickets for all classes at a fare and a half; 2nd class carriages cushioned.

EXCURSION TRAINS.

1st class - Four miles for one penny.
2nd " - Six miles " "
3rd " - Ten miles " "
Annual and season ticket holders, one half the present average rates.
Horses, carriages, and dogs at one-half the present average rates.
The lowest payment, one penny.

7356. The first principle, then, of your system is the extreme low cost of conveyance, what is the next principle?—The next is the exceedingly small difference in profit that railway proprietors derive whether within certain limits there is adopted a very high, a very low, or a medium tariff.

7357. What are those limits?—From $\frac{3}{4}d.$ per mile up to $3d.$ for first class passengers, from $\frac{1}{2}d.$ up to $2d.$ for second class, and from $\frac{1}{4}d.$ per mile up to $1d.$ for third class passengers.

7358. There is a considerable difference, is there not, in the fares charged on the several railways in the United Kingdom?—There is a very great difference. They commence as low as $\frac{3}{4}d.$ per mile and they go up to $3\frac{1}{2}d.$ a mile for first class passengers and from $\frac{1}{2}d.$ to $1\frac{1}{2}d.$ for third class passengers.

7359. How do you account for this great difference in their charges?—Each company finds by experiment for itself what fares pay best. On some lines $\frac{3}{4}d.$ per mile pays best, on some $1d.$, on some $1\frac{1}{2}d.$, and so on up to $3d.$ per mile.

7360. Is the same system followed now which you have just described?—Not to the same extent. At the early period of railways the directors had great difficulty in knowing what fares would pay best, and accordingly they charged high. When they found that those did not pay well then they charged low, and then if they discovered they were too low they would raise the fares to nearly the first rate. But at the present time traffic managers have so much knowledge of the particular localities, and what fares are likely to pay best that they generally hit upon the right thing without much trouble, and therefore we have not the same variation and rapid changes, as we had at the early period of the existence of railways.

7361. Are there any particular instances which you would wish to give to the Commissioners?—When I was examined before the Committee in 1844 I arranged and classified a great number of cases showing the very little difference of profit that the

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raising or lowering of fares made; but there is only one case that I will trouble the Commissioners with at present, it struck me as a most remarkable case. It was on the Glasgow and Greenock line. They shifted their charges several times for the lowest class passengers; they first charged $\frac{1}{2}d.$ a mile, they reduced that to $\frac{1}{4}d.$ a mile, and then they raised again to $\frac{1}{2}d.$ a mile. I drew the attention of the Committee to the remarkable fact that the difference between charging $\frac{1}{4}d.$ a mile and charging $\frac{1}{2}d.$ a mile only amounted to one shilling per cent. difference on the dividends. But, however, they made it a shilling more by adopting the $\frac{1}{2}d.$ charge in preference to the $\frac{1}{4}d.$ and therefore as a matter of course they let it remain at the $\frac{1}{2}d.$

7362. Do you know of any cases of late years in which exceedingly low fares have been charged?—There have been several cases of late years where there has been competition between companies, and where for a comparatively short time they adopted very low fares. For instance at the time of the Manchester Exhibition we had the London and North-western Company and the Great Northern Company running trains from London to Manchester carrying first class passengers, allowing them to stop there four days and bringing them back again for 7s. 6d. They carried in those trains about 600 passengers, it was said on an average the expenses of the train in the conveyance of those passengers amounted to 50 guineas, and their receipts at the time were calculated to amount to about 176l.; that was carrying 1st class passengers at $\frac{1}{4}d.$ a mile, and 2nd class passengers at half a farthing per mile. There was another very remarkable case of competition between the Edinburgh and Glasgow Company and the Caledonian Company. There was a quarrel between the two companies, and they suddenly reduced their fares to 1s. I believe it was, for first class, 9d. for second class, and 6d. for third class for a distance of 46 miles. That competition continued for about a year and a half. There was also the case of the South-eastern Railway Company which carried for more than a year passengers between London and Reading at $\frac{1}{4}d.$ a mile for first class, and half a farthing for second class. There was another case, the Brighton Company, in opposition to the South-western Company, carried passengers at exceedingly low fares, at about the same rate as the last case which I have mentioned. But in all those cases we find, when we come to look at their dividends, that it does not make at the very outside a difference of more than one per cent. It must be remembered, however, in reference to those companies, that they carried passengers at a ridiculously low charge. It is not a fair test of what may be called moderately low fares, carrying first class passengers in fast trains at $\frac{1}{4}d.$ per mile; that is a preposterously low fare for ordinary traffic, and cannot be considered as a fair experiment of low fares.

7363. Do you think that if the South-eastern Company had continued to charge $\frac{1}{4}d.$ per mile for first class, and half a farthing per mile for second class, they would have eventually recovered their ordinary receipts?—I doubt it very much; that fare is so exceedingly low that I doubt if ever they would make up their dividends at such very low fares.

7364. Are you of opinion that the experiment of low fares was made on such a scale as to afford a satisfactory trial of the working of a low fare system?—I think not, because, in the first place, those trials were made far below what the necessity of the case required, and far below what would be likely in any case to be adopted in this country, the fare by these fast trains should have been $1\frac{1}{4}d.$ per mile instead of $\frac{1}{4}d.$ In the second place the trials were not made for a long enough time, and did not extend over the whole of the lines, so that it is evident we have had no fair trial of a low fare system in this country.

7365. Does there appear any probability of such a low tariff as you have proposed ever being generally adopted under the present system?—I think not; there does not appear any likelihood of such a thing

taking place. Mr. Gladstone referred to the probability of the companies lowering their fares in his speech in 1844: he said, "I believe that the charges on the Belgian railways are not more than one third of our charges. We must look at this subject in all its vastness, and in all its bearings. It may be said that England is the richest country; but because this country is rich, it is no sound reason why it should pay the railway companies more than necessary, or that cheap travelling should not be provided for the public. But there is no likelihood that the great experiment of the greatest possible cheapness to the public will be tried under the present system." That was the opinion of Mr. Gladstone in 1844, and our experience has confirmed the truth of that proposition.

7366. Do you think it desirable that the fixed effect of a low tariff should be ascertained?—I think so, for this very reason, that it appears that the very basis of legislation on the subject is an accurate and clear knowledge of the effect a low tariff would have on the increase of passengers. You know exactly, for instance, the cost of transit, and you know precisely the fares that are paid in this country and abroad, but unless you acquire a knowledge of the number of passengers that would come under a low tariff, I think you are deficient in the very knowledge which is absolutely necessary to enable you to legislate properly upon the subject. If it should be the desire of the Commissioners to ascertain accurately the fiscal effect of low fares, nothing could be more easy than to have the experiment tried on a number of lines, and if it were recommended to Government, and the Government agreed in that view of the case, and recommended it to Parliament, in another year, or two, at the time when you may be prepared to make your final Report you would be able, definitely and distinctly, to say what was the effect of the low tariff, what increase of passengers it produced, and so be able to legislate satisfactorily upon the matter.

7367. That is to say upon a particular line?—Upon a number of particular lines.

7368. Do you think that this information would be of any use unless it were first settled that the railways should be purchased by the State?—I think it would be of every use. Assuming for argument's sake that the Legislature would deem such a change undesirable, but that they might think it necessary to make some arrangements with the companies for substituting a low tariff for the present high tariff, they would then have distinct and definite data to go upon, when it was ascertained what was the result of low fares, not for a short time, but for a lengthened period, and upon that data they might enter into arrangements with the companies without making any organic change in our railway system.

7369. On what lines would you recommend the experiment of low fares to be tried?—I would commence with the lines that I suggested to the Committee in 1844. I would take, for example, the London and Blackwall line. That line runs through a densely populated district, and omnibuses are running along side of the railway, and charge 3d., between the City and Blackwall, whilst the railway company charges 4d. for second class, and 6d. for first class passengers. Now, inasmuch as the railway company can convey passengers at a twentieth part of what the omnibuses can, and the omnibuses earn a living by carrying at so much less, that would be a case where it would be exceedingly desirable to have a low tariff tried. Again, I might take between Liverpool and Manchester; there the population of those two towns amounts to something like 800,000; the lowest fare between the two places is 2s. 7 $\frac{1}{2}d.$, which is the extreme charge by Parliamentary trains, and inasmuch as passengers between Liverpool and Manchester could be carried for 1d., the entire distance 31 miles, and they are not carried at less than 2s. 7d., there would be a good opportunity of seeing what the effect of low fares would be; and I should try the experiment in the agricultural districts as well. At a meet-

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ing of the Social Science Congress in Sheffield a short time since Mr. Plimsoll went at great length into the subject, and advocated a trial on the Great Eastern line. According to his calculation, in two years, adopting a very low tariff, the revenue would make itself up again. I think it would be of the greatest importance to ascertain how far these theories would be borne out in practice, and to ascertain distinctly and clearly what the effect of a low tariff throughout the country would be. If a trial of this sort should be determined on care should be taken to select such lines as would not abstract traffic from other lines, so that the experiment could be fully and fairly tried.

7370. Would you guarantee the companies against loss during the time of the experiment?—As a matter of course they should be guaranteed by the Government against any loss.

7371. With regard to excursion trains what fares do you propose by them?—I propose first class, four miles for 1*d.*, that is $\frac{1}{2}$ *d.* per mile; second class, six miles, and third class, ten miles.

7372. What are the fares generally now throughout England for excursion trains?—They are generally about one-third of the ordinary traffic. I have prepared three tables which I will hand in, two show the different fares charged on the principal railways in the United Kingdom. The first is for ordinary traffic, the second for excursion traffic, the third table shows the loss arising from extremely low fares. The lowest express fare is on the South-eastern line, and their excursion trains carry third class passengers five miles for 1*d.*, and the first class for less than $\frac{1}{2}$ *d.* per mile.

The witness handed in the following tables:

TABLE No. 4.

Name of Railway.	Average Fares per Mile.				
	Express.		Ordinary.		
	1st Class.	2nd Class.	1st Class.	2nd Class.	3rd Class.
	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>
North and South Western	—	—	0·6	0·5	0·3
North London	—	—	0·7	0·4	—
Stirling and Dunfermline	—	—	0·9	0·4	—
London, Tilbury, and Southend	—	—	0·9	0·7	—
London, Crystal Palace, and Victoria	—	—	0·8	0·6	0·4
Caledonian	—	—	1·2	1·1	0·7
Belfast and County Down	—	—	1·2	0·9	0·5
Leeds, Bradford, and Halifax	—	—	1·3	1·0	0·7
Limerick and Castleconnell	—	—	1·4	1·1	0·7
Lancashire and Yorkshire	—	—	1·6	1·3	0·7
Dublin and Drogheda	—	—	1·6	1·2	0·7
South Eastern	2·1	1·6	1·7	1·2	0·7
Glasgow and South-western	—	—	1·7	1·3	0·8
Great North of Scotland	—	—	1·7	0·9	—
Belfast and Northern Counties	—	—	1·8	1·3	0·8
London and North-western	2·4	1·9	1·9	1·4	0·9
North British	—	—	1·9	1·5	0·9
Edinburgh and Glasgow	—	—	1·9	1·2	0·9
Ulster	—	—	2·0	1·5	0·9
London, Brighton, and South Coast	2·6	1·9	2·0	1·4	0·8
Great Western	2·4	1·7	2·0	1·5	0·9
Dublin and Kingstown	—	—	2·1	1·6	0·9
London, Chatham, and Dover	2·4	1·7	2·1	1·5	0·9
Great Northern	—	—	2·1	1·6	0·9
North-eastern	—	—	2·2	1·3	0·8
Great Southern and Western	—	—	2·2	1·6	0·9
Bristol and Exeter	2·6	1·9	2·2	1·7	0·9
Midland Great Western	—	—	2·3	1·7	1·0
Midland	—	—	2·3	1·7	0·9
Dublin and Belfast Junction	—	—	2·3	1·8	1·0
London and South-western	2·7	1·9	2·4	1·7	0·9

Name of Railway.	Average Rates per Mile.				
	Express.		Ordinary.		
	1st Class.	2nd Class.	1st Class.	2nd Class.	3rd Class.
Great Eastern	<i>d.</i> 2·8	<i>d.</i> 2·0	<i>d.</i> 2·5	<i>d.</i> 2·0	<i>d.</i> 1·0
Manchester, Sheffield, and Lincoln	—	—	2·5	1·8	0·9
North Stafford	—	—	2·5	1·5	1·0
Cornwall	—	—	2·6	1·7	0·9
Leven and East Fife	—	—	2·7	1·7	0·9
West Midland	—	—	2·7	1·8	0·9
Wellington and Severn	—	—	2·7	1·7	0·9
Colne Valley and Halstead	—	—	2·8	1·9	1·0
Bideford and North Devon	—	—	3·0	2·0	1·0
Stamford and Roulme	—	—	3·0	2·0	1·0
Carmarthen and Cardigan	—	—	3·5	2·0	1·0

TABLE No. 5.

EXCURSION TRAINS—FARES PER 100 MILES.

	1st Class.	Enclosed Carriages.
	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>
South-eastern, to and from Ramsgate	3 8	4 8
London and Brighton, to and from Portsmouth	4 0	2 0
London and North-western, to and from Liverpool	5 0	3 0
Great Western, to and from Plymouth	6 3	4 2

TABLE No. 6.

Original Fares. Return Tickets.			Miles.		Reduced Fares. Return Tickets.			Loss in Dividends per cent. per annum.
<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>			<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>	
60 0	40 0	—	380	London and North-western.	7 6	5 0	—	10 0
60 0	40 0	—	410	Great Northern	7 6	5 0	—	10 0
10 0	7 6	—	134	South-eastern	3 0	2 0	—	—
8 0	6 0	4 0	46	Edinburgh and Glasgow.	1 0	0 9	0 6	20 0
8 0	6 0	4 0	55	Caledonian	1 0	0 9	0 6	10 0

7373. What reduction do you propose for the benefit of annual and season ticket holders?—I think it would meet all the necessities of the case if the charges were reduced to about one half of the present average fares.

7374. It would appear that travelling in Belgium is the cheapest on the continent; the railways there belong to the State, do they not?—They do.

7375. What is their financial position now?—At the time they were commenced the Government established a sinking fund for the purpose of paying off the debt that should be contracted in making them, and their financial position is so prosperous that in 21 years from the present time, in 1886, should their expenditure and receipts continue in their present state they will have cleared off the whole of the debt which was incurred in constructing them, so that the Government can either adopt a still lower tariff, which is less than one-half of what it is in this country, or continue the same tariff, and apply the overplus to the necessities of the State.

7376. What was the amount paid last year for passenger traffic in the United Kingdom?—15,684,040*l.*

7377. And what for goods?—18,331,524*l.*, making in all 34,015,564*l.* That is an increase over the year 1863 of about 2,850,000*l.*

7378. Are the charges for the conveyance of goods high?—The railway companies have permission to charge very high, and I believe that in most cases they do charge exceedingly high.

7379. There are different rates, are there not, for the several kinds of merchandise?—There are; they are generally divided into four classes. For the lowest class they are allowed to charge about 12s. 6d. per ton for each 100 miles; for the second class they are allowed to charge about 1l. 0s. 10d.; for the third class, 1l. 9s. 2d.; and for the fourth class, 1l. 17s. 6d. This classification is copied from an Irish Railway Act; the classification in English Acts is generally under five heads, but the rates are, I believe, essentially the same.

7380. Are these charges usually enforced?—That I cannot say; in many cases I believe they are; but I have no special knowledge of the charges that are made on merchandise, and that is a matter into which I do not intend to enter.

7381. What is the cost of the conveyance of goods on railways?—The cost may be taken at about 1s. 4d. per mile for 100 tons on railways of ordinary gradients.

7382. What remarks have you to make in regard to the coal traffic?—That is a very important traffic, especially for London. Coal can be conveyed from the northern counties up to London at the rate of from 1s. 6d. to 2s. 6d. per ton. The charge here in London is exceedingly high, about 28s. or 30s. per ton being the ordinary price, at this time of year, for the best coal, whilst the cost at the pit's mouth, in South Yorkshire, is not more than 6s. per ton, so that in fact it can be brought up to London for about 9s. per ton, and pay a good profit for carriage to the companies. It would be exceedingly desirable that the cost should be reduced in London to the public at large, and especially to the poor, who suffer great privations during the winter, owing to its extreme dearthness.

7383. Is there not competition between the railways and shipping for the conveyance of coals to London?—The actual cost of the conveyance of coal to London, without leaving any profit whatever to the shipowner, amounts to about 5s. per ton, whilst by railway it can be conveyed for less than one half of that price. Consequently, there can be really no competition when the railway can convey it at so much lower rates.

7384. You consider that the conveyance of coal to London at a low price to the consumers is a matter of great public importance?—It is undoubtedly a matter of very great importance to all classes except the very wealthy.

7385. Do the manufacturers in London complain of the high price of coal?—They complain very much, and that they are not able to compete with manufacturers in the North on account of the very high price that they are obliged to pay. If they could get their coal here for about 12s. or 13s. per ton, it would make all the difference to them in their manufactures.

7386. Does that price affect the steamers that take in their supply of coal in London or any of the southern ports?—It affects them very much indeed, here. I have received a letter from the firm of Messrs. Harrington & Co., in which they go into details showing the great grievance which the owners of steam ships that take their departure from London and the southern ports suffer on account of the high price of coal, and they also enter into considerable detail showing the benefits that would be conferred on the London steam shipping and all steam shipping in the southern ports, if they could get coals at a reasonable rate. I think this letter of such importance that I beg leave to read it to the Commissioners. —“27, Leadenhall-street, E.C., London, 3rd November, 1865.—W. Galt, Esq.—Dear Sir.—Having perused your very important work on Railway Reform, we may observe that among the many and varied public benefits which would accrue from the adoption of your system there is one which strikes us most forcibly, and which appears to have been partially overlooked by you, we refer to the great impetus which would be given to our manufacturing and steam-ship enterprises in Lon-

don and other ports of the south of England, where we are in the habit of paying 20 to 25 shillings per ton for coal; with that article reduced, say, to ten or twelve shillings per ton, the benefit which would accrue to the consumers of goods is incalculable. When we inform you that our fastest steam-vessels which are engaged in crossing the English Channel burn, on an average, from five to six tons of coal per hour, and that even with this enormous cost our French trade is increasing to a very great extent, we do not exaggerate the benefits which would be derived from the contemplated reduction. Our Mediterranean, North and South American, and West Indian trades are now nearly all carried on by steam, the increased cost in the transit of goods being entirely borne by the consumers. The immense subsidies, which are annually paid to the Peninsular and Oriental, the West India Mail, and other companies for carrying the mails, would be unnecessary if we could obtain coals in London at 12s. per ton, and hence would arise a very great saving under that head in our expenses. The varied attempts which have failed to carry out steam communication with India and Australia, have failed from the same cause; and although merchants are paying 70s. per ton by steam to Australia against 35s. per ton by sailing ship at the present time, this rate is not sufficiently remunerative to induce shipowners to place enough steamers on the berth. We are convinced that the whole of our foreign trade must be ultimately done by steam, and that sailing vessels will only be the carriers of coal, timber, &c. or other materials of a like value, and can sincerely wish you every success in your attempts to inaugurate a great public boon which cannot fail to be appreciated by the country at large; and in drawing your attention to this question of coal supply, we are only actuated by a desire of seeing all parties of the community alive to the general good which must result from a uniform management of a great national interest like the railway system, and remain, Sir, yours truly,

“G. H. HARRINGTON AND CO.”

7387. What is the annual supply of coal to London?—The annual supply is between 5,000,000 and 6,000,000 tons.

7388. How much of that comes by railway?—Last year about 2,300,000 tons came by railway.

7389. Referring back to the conveyance of general merchandise, are you of opinion that the same reduction should be made in the conveyance of goods as you recommend with regard to passengers, namely, to one third of the present average charges?—I think not. In my opinion it should entirely depend on the special case made out for each description of merchandise.

7390. Without any special knowledge of the subject, can you suggest any general principle which in your opinion ought to govern the reduction of charges?—I think that the principle ought to be this, in case it is shown that there would be a great increase in the quantity of merchandise sent for conveyance, there ought to be a reduction, that is to say, if the result of reducing the charges would cause a great increase of traffic; if, on the other hand, there could be no special case made out by which it could be shown that such an increase would take place, then I do not see what would be the necessity for making any reduction whatever, as it would prove very clearly that the cost of transit was no impediment at all to the trade; and if you show that then I do not see that in such a case there should be any change whatever made, unless there is some special hardship in regard to the trader.

7391. How do you propose dealing with parcels and packages?—I propose that a very considerable reduction be made in the charges for them, and a uniform rate of carriage established throughout the kingdom, something similar to the plan of the penny postage; that for a package of 3 lbs. there should be

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paid 4d., of 7lbs., 6d., of 10 lbs., 10d., and of 14 lbs., 1s., to be forwarded by passenger trains.

7392. For what distance should that charge be made?—For any distance throughout the kingdom.

7393. (*Sir R. Hill*.) You mean any distance by railway, I presume?—No, I mean to any place in the united kingdom.

7394. Do you mean whether it is conveyed part of the way by railway, or the whole of the way by railway. Supposing it is a parcel addressed to some village 10 miles from a railway?—No, I do not mean that; I mean crossing the channel to Ireland, just in the same way as a letter would be taken. This table will give a general idea of the charges for parcels out of London; this includes the charge for booking, and may be taken as a specimen of the rates throughout the kingdom.

The witness handed in the following Table :

TABLE No. 7.

Charge for the smallest parcels on three of the principal railways out of London.

	London and North-western.		Great Western.		Great Northern.	
	s.	d.	s.	d.	s.	d.
Not exceeding 20 miles—	0	8	0	8	0	8
" 40 "	0	10	0	10	0	8
" 80 "	1	0	1	0	0	10
" 120 "	1	2	1	2	1	2
" 160 "	1	5	1	5	1	5
" 220 "	2	2	2	2	1	8
Exceeding that distance	2	8	2	10	1	8

7395. A letter would be taken, would it not, to the village?—Yes. But I would not take a parcel to any place beyond the delivery of the railway in the immediate neighbourhood.

7396. (*Mr. Roebuck*.) Do you consider the charges for packages, hampers, and heavy parcels high?—Yes, they are exceedingly high, and in most cases the rates are prohibitory in regard to merchandise, provisions, or commodities of no great intrinsic value. The carriage of a hamper from Dublin to London, not exceeding half a hundredweight, amounts to 5s. 6d., and from a distant part of Ireland to London, if that weight is slightly exceeded, the carriage will amount to 8s. or 10s.; the carriage of a hamper, not exceeding 28 lbs., if sent by a passenger train on the Great Western, when the distance exceeds 220 miles, is 4s. 10d., and heavier packages charged in proportion. The charges are about the same on other lines, more or less, as the case may be. I propose to make the maximum charges for parcels by goods trains throughout the kingdom, when not exceeding 28 lbs. 1s., not exceeding 56 lbs. 1s. 6d., not exceeding 1 cwt. 2s.; and when the distance does not exceed 50 miles, the charges to be one half of the foregoing rates.

7397. Do you think that the public would derive much benefit from such a tariff as you propose?—I think they would undoubtedly derive very great benefit if they could get everything carried for about one third of what they now pay.

7398. You have now enumerated the benefits which you consider would be derived from a low tariff upon passengers, merchandise, and parcels, would the country in any other respect derive benefit from the railways being in the possession of the State?—I think that one of the most important matters is with regard to the Post Office—to the carrying out fully of Sir Rowland Hill's plan with regard to the Post Office. "The subject (of the Post Office) was brought before the House of Commons on the 4th of April 1864, when Mr. Long moved for the appointment of 'A Select Committee on the Post Office, with an especial view to the improvement of existing arrangements for the transmission of mails in the provincial districts.' In many districts where railway communication exists, according to the statement of the honourable member, it had not

"been taken advantage of, and mails were still sent "by horse and cart, and even by messengers on foot. "In some cases it took three days to get an answer "to a letter sent 10 or 20 miles into the country, just "as it did 30 years ago. Although there had been "for many years a railway between the important "towns of Hereford, Ross, and Gloucester, the mails "were still conveyed by a horse and cart as they "had been 50 years ago. It was the same in South "Wales; Newport, Cardiff, Merthyr and other towns "were similarly situated. Between Shrewsbury and "Liverpool letters were still sent by a mail cart; "they were 24 hours in passing between the two "towns, whilst passengers by train went in three "hours. In Kent and Sussex the postal communi- "cation was very imperfect; in some places not more "than nine miles apart, it required four days to re- "ceive an answer to a letter. Mr. Long proposed "that the chief and central post office should be "removed from St. Martin's-le-Grand to Charing "Cross, that there should be letter boxes at each "railway station, and mails sent by trains to all "stations along the lines. In Cornwall and Devon- "shire Mr. Wyld stated that there was great cause "of complaint in regard to the conveyance of letters, "and that the First Lord of the Treasury and the "Postmaster General would soon be compelled to "find a remedy for the evil complained of. Mr. "Bentinck suggested that as the railway companies "enjoyed a certain monopoly it should be rendered "obligatory on railways to carry mail bags at a "reasonable rate; and in cases where the corre- "spondence was not sufficient to pay for increased "accommodation, the Post Office might be empowered "to charge additional rates," and so on. There "were a great many complaints of that sort, and it was "proposed that all those places should be attended to "and fitting postal accommodation given. "The "Chancellor of the Exchequer, whilst acknowledging "that the principle on which the Post Office was con- "ducted was fairly stated by Mr. Baillie, said if the "suggestion was acceded to, that a million and a "half should be laid out in providing additional "accommodation, the result would be, that there "would be a gap to that extent which should be "stopped by the laying on of a new tax, or the "augmentation of some tax already in existence."

7399. Do you know whether those statements are correct?—I do not know. I merely give them as they were given in the House of Commons, and I presume that they were correct, as they were un-contradicted. There are many other benefits besides the extension of post office communication the public would derive from the possession of the railways by the State; the large sums that are now paid for the conveyance of the military from one part of the kingdom to another, and the transport of military and naval stores, this expense would be almost entirely saved.

7400. The Act of 1844 comes into operation, does it not, on the 1st of January 1866?—It does.

7401. Do you propose that recourse should be had to the compulsory powers of that Act?—No; I do not think it is possible to carry it out by compulsory means, nor do I think it desirable, even if it were possible.

7402. You do not consider it practicable, then, to compel the shareholders to part with their property according to the terms of the Act, although both the Commission and the Legislature should desire it?—No; it would be impossible to deal with 400 millions worth of property by compulsory measures.

7403. Why do you think the attempt undesirable if it were practicable?—Because if the State thought proper it could, at a much lower cost than purchasing the railways, construct a few trunk lines radiating from the metropolis, charge a low tariff, and consequently all the other companies would be compelled to adopt it.

7404. Do you suppose it likely that in the event of the State wishing to possess the railways it would be driven to such an alternative?—No; I think nothing

more unlikely. There would not be the slightest probability of such a course being necessary.

7405. Do you think that the railways would be frightened into it?—No; I think that the railway companies would be exceedingly glad to part with their property on good terms.

7406. Are the shareholders satisfied with their present position?—No; they are greatly alarmed by their present position. In the next session of Parliament there are apparently as many new lines coming forward as there has been for many years. The great companies are attacking each other in different quarters, and the organs of the railway world seem to be in great dread of what the effect will be. For instance, *Herapath's Railway Journal*, in the last number, says that the London and North-western Company propose to make a new and competing line to connect Sheffield with Manchester, the Midland Company to make a line from Settle to Carlisle nearly parallel with the London and North-western and Carlisle; that the former intends to penetrate into the Midland district at Derby and Nottingham; and that if all which are projected shall pass, railway property in three or four years will be in a pretty plight. Under all those circumstances, I have no doubt that the railway proprietors would be exceedingly willing to part with their property.

7407. Have not the dividends and the prospects of the companies improved within the last few years?—The dividends have improved within the last year or two, but not their prospects.

7408. Have the promoters of new lines great advantages over the proprietors of old lines?—They have very great advantages in many respects. From the cheap way in which lines can now be constructed, the facilities in forming companies, the willingness of the public to contribute in making new lines, and the low terms on which landholders part with their property, all these changes give the promoters of new lines great advantages over the old companies.

7409. Is there any law or understanding, express or implied, between the State and the railway companies, by which there is any restriction placed upon the former with regard to granting competing lines?—None whatever. Whatever error the Legislature may have made in past times with regard to railway matters, they always took care to let it be clearly understood that they held themselves at perfect liberty to grant whatever competing lines they might think proper; and, indeed, from a very early time it was held out as a remedy against railway monopoly that the State would exercise the right of granting competing lines to mitigate the evils of monopoly.

7410. Was the right of the State to make competing lines mooted in the Committee of 1844?—It was. The President of the Board of Trade asked Mr. Hudson and Mr. Glyn if they considered the State had a right to construct competing lines. Mr. Glyn replied that unquestionably the State had a right to construct competing lines if it thought it necessary, and Mr. Hudson also admitted perfectly the right of the State to construct competing lines, but he qualified that admission by stating that it was first bound to buy up the old lines.

7411. Was there anything said as to the price at which they should be bought?—No; there was nothing said about that.

7412. Assuming that Parliament desired to purchase the existing railways, and that the proprietors refused to sell on such terms as Parliament might deem equitable, what course in such a case should Parliament pursue?—Either to give every facility for the encouragement of competing lines, or else the State to make a few lines itself.

7413. Is your supposition then, that the shareholders are willing to dispose of their property to the State, founded on the assumption that they have a dread of the interference of Parliament in such a way as you have described?—No; I do not think so. I believe that the shareholders, on account of the uncertainty of value attached to their property and its constant

liability to attack (this year it is likely to be attacked to as great an extent as ever), would be very glad to dispose of it.

7414. Will you state the grounds of your belief, why, without any extraordinary interposition on the part of Parliament, railway proprietors would be desirous of disposing of their property to the State?—For the reasons I have stated, namely, the exceeding uncertainty of its value at the present time, owing to the constant attacks, as they term them, which are made upon it from year to year, and the certainty, as far as we can form an opinion from experience, that the protection will be less and less every year, and probably the fear that the new Parliament may take a different view of the right to protection from the old Parliament, and withdraw that which has hitherto been granted, inasmuch as the protection that the companies have is entirely exceptional, and is not afforded to any other class or interest in the country, but is merely held upon sufferance, and may be withdrawn at any time that Parliament may think proper.

7415. If the shareholders would consent to sell, how would you propose that they should be paid?—I should think in three per cent. consols, by the creation of stock.

7416. How did the Act of 1844 provide for the payment of the shareholders; how was the value of their property to be calculated?—According to the Act of 1844, the value of the property was to be calculated at 25 years' purchase on the average of the dividends of the three preceding years. That was the plan proposed by Captain Laws. I suggested that a more sure mode of getting at the value was to take the market price. In addition the shareholders were to be allowed the privilege if they did not think the purchase on the dividends a fair price, to refer the matter to arbitration.

7417. Is it quite clear from the wording of the Act, that it was the intention of the Legislature to give a bonus to the shareholders on the market price of their shares?—I think, on the whole, it is pretty clear that such was their intention. At the time the Act was passed consols were at par, and investments in railway stock would pay about 4l. 7s. per cent. Calculating it on that percentage 25 years purchase would have given a bonus of about 8 per cent. to the shareholders on the price of their shares. On the other hand it might be argued that this 25 years' purchase was to be calculated without any reference to the price of consols, and in that case it would give, at the present time, a bonus of nearly 25 per cent., taking the investments in railways to pay 5 per cent.

7418. What do you consider to be the proper test of the value of a railway?—I think that the proper test of the value of a railway is what the shares bring in the market; assuming, of course, that the shares have not in Stock Exchange phraseology been operated on.

7419. And what bonus do you consider that the shareholders would be entitled to?—Many would contend that the most satisfactory way of settling the matter would be to make a fair division between the shareholders and the State of the profit that would arise by the transaction, but the prospect of the nation wishing to purchase the railways is too remote to require any immediate consideration as to what should be considered fair terms.

7420. Do you think that the directors would give their support to carrying out the Act of 1844?—I have no doubt that one class of the directors would, namely, those who have very large investments in railways. But I think that another class, who perhaps may be called professional directors, and are in half a dozen or more different companies, and either make a living or a fortune by the fees they receive from different boards and stock jobbing in shares, would very naturally be opposed to the purchase of the railways by Government.

7421. Are not the English people generally very much opposed to Government interference in mercan-

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W. Galt, Esq. tile affairs and what is called centralization generally?—Very much indeed.
 7 Nov. 1865. 7422. They consider, do they not, that the system pursued by the continental governments in such matters is entirely opposed to the spirit of our constitution and the habits of our people?—Yes, they do.

7423. Do you coincide in those opinions?—Entirely so.

7424. But you do not consider that they have any reference to the subject of railway management?—Certainly not. That is entirely a different matter, inasmuch as railway management is virtually a monopoly; the principles of free-trade do not at all enter into the management of railways; and therefore it is a matter of which the State should have the supervision, and not trust to mercantile companies, by whom the interests of the public are entirely set aside.

7425. Do you, then, charge the directors of our railway companies with having abused the trust reposed in them by the Legislature; that, having got the control of the railways, they have broken faith with the public?—Nothing of the sort. I look at it merely on financial grounds. A railway director is in my opinion bound as a matter of duty to do the best he can for his shareholders, and charge that which he finds to be the best paying price. If he find, for instance, that by charging 3*d.* per mile to first-class passengers he can make $\frac{1}{4}$ per cent. more dividend for his shareholders than if he charged $\frac{3}{4}$ *d.* per mile, I consider that it is the duty of the director to look exclusively to the interests of his shareholders, and charge 3*d.* per mile in preference to charging $\frac{3}{4}$ *d.*, although the increased profit would be so insignificant.

7426. You consider that the companies have a monopoly; but does not competition exist to a considerable extent between them? There are three railways, for instance, between London and Liverpool; do they not compete for the traffic?—No, we cannot call it competition; they divide the monopoly, but they do not compete. They agree as to the fares, and all charge precisely the same, consequently there is still a monopoly. Competition can only exist where there is such a number of competitors in the market as to prevent combination. I cannot assent to the proposition that merely because there are two or three companies carrying passengers it is the less a monopoly, because they agree upon certain terms.

7427. Is not that mischief common to many other companies, such as gas companies; do not they contrive to cheat the public?—No doubt they do exactly the same thing.

7428. Would you consider the railway monopoly destroyed by making perfectly free trade in the construction of railways, or at least requiring that nothing more should be necessary for railway promoters than to receive the assent of the majority of the land-owners through whose property the line might pass?—No; I still think that it would be a monopoly, because the public could only make choice of a limited number of lines. If two or three lines were made and it was found that they ceased to pay, no more lines would be made, and the directors, not fearing further competition, would naturally agree to charge the highest paying fares, whatever those fares might be.

7429. You have referred to cases of competition for traffic between railway companies, in what respect would competition of that kind differ from competition between two rival lines of steamers?—The difference is this, that where there are two rival lines of steamers, each perseveres in maintaining a low tariff with the object of driving its opponent off, and one or other party is soon forced to submit; but in a competition between railway companies they know perfectly well that however long they may contend the lines still remain where they are; they soon see the absurdity and folly of competing when they can never drive each other away; and it is in that respect that railways must always in themselves be a monopoly, however much their traffic may be divided.

7430. You state, do you not, that if the directors

performed their duty in the most unexceptional manner towards their shareholders and the public, that would not alter in the least your opinion of the present system?—That is so. It appears to me that the main matter to be considered is the amount the public pay at the present time to the railway companies. Last year they paid 34,000,000*l.*, and this year they will pay more than 36,000,000*l.* Now if the fares and charges were reduced to one-third of their present amount, it is perfectly plain that such a procedure would be in all respects tantamount to a reduction of 24,000,000*l.* in taxation. Of course, against that gain there would have to be charged the direct loss incurred by diminished charges. Whatever it should cost the country by direct taxation would be so much deducted; but inasmuch as I apprehend that it is the same to a man whether he saves 1*l.* in his tea or sugar, or 1*l.* in his railway fares, or any other matter connected with railways, if you gave him by payment, or gave the public by payment 24,000,000*l.*, it would be the same in every respect as if the taxation of the country were reduced 24,000,000*l.*, and the same, in fact, as if you swept away the customs duties entirely.

7431. As the difference in receipt between the two rates of charge is so comparatively trifling, would not the same object be effected by guaranteeing to each company the difference between the high and the low fares?—The great difference would be this, that if you once guaranteed a company their dividends, the State would take upon itself the responsibility of paying the dividends, and all inducements to economy and good management would be taken away.

7432. Supposing that the Legislature should be willing to carry out the Act of 1844, and the Government and the companies agreed to the terms that you have suggested, what profit would the State derive from the transaction?—About three and a half millions sterling, so far as the issue of stock was concerned.

7433. Have you made any calculation as to what the loss would be to the Treasury?—I should say that to the three millions and a half might be added the saving that would be effected by the consolidation of the railways under one management; that saving has been differently calculated by traffic managers, but the general opinion appears to be that there might be a saving of about one million and a half. That would raise the reserved fund that the State would acquire to five millions, and this sum it is presumed would make up the loss incurred by the reduction of charges.

7434. Would such a large increase to the National Debt, as the purchase of the railways would involve, affect the national credit?—I should think not, because you would have not merely the property worth the full value of the debt, but there would be a profit to the State of five millions sterling.

7435. Is the railway reform which you propose analogous to that of the Post Office?—Yes it is, to a considerable extent. The Post Office reform has reduced the postage to one-sixth of its former rate. Previous to 1839 the average postage on a letter was 6*d.*, and a fraction more; that was reduced by Sir Rowland Hill's plan to 1*d.*, and the increase in letters has been something about ten-fold since. At that time the gross receipts were 2,400,000*l.*, and the gross receipts at the present time exceed 4,000,000*l.* I do not for a moment suppose that there would be anything like a corresponding increase in the number of passengers by railways as of letters in the post-office, but if it were even three times the number, that would be quite enough, I apprehend, to guard the Treasury against what is called the "loss;" that is to say, the five millions, more or less as it may be, would make up the deficiency occasioned by low fares and charges if we suppose that some necessity exists for the same reduction on the carriage of merchandise as exists for the reduction of fares.

7436. Is the country at the present time prepared for such a change as you propose?—I should say not;

some time must elapse before the principles contained in the Act of 1844 be fully known.

7437. In your opinion should the Government take the initiative, and bring in such a measure?—Not until the country is fully prepared for it, which it certainly is not at the present time. I look forward to the time when it will be discussed in Parliament, and brought fully before the country; when the leading statesmen of this country will have the opportunity of fully expressing their opinion, so that by these means and by means of the press, the project will be fully known, and the Act of 1844, and the country be able to appreciate the benefits of carrying it out.

7438. That is the way in which you think that the change in the public mind should be brought about? That in my opinion is the way in which it should be brought about, gradually by the dissemination of opinion and by the discussion which it would bring on in the House of Commons. By that means the public at large would be fully conversant with the facts of the case and with the details; the measure would be fully canvassed in all its bearings, and it would then be open either to make some arrangement with the companies, if that should be considered desirable, without producing the organic change which was shadowed forth by the Act of 1844, or, if it was found desirable, the Act could be fully carried out.

7439. Do you see any indications of the change which you desire in the public mind now?—I think so. Within the last year public attention has been directed to the subject, and it has been canvassed to a considerable extent. But public opinion is not sufficiently matured to permit of action being taken on it. We find in this country a movement made through the different towns in matters which were considered as belonging entirely to companies, by which the municipal bodies are taking them into their own hands. We find, for instance in Manchester, that as to gas companies they are putting them aside entirely, and that they are taking the matter into their own hands. They see that what is called competition between different gas companies is all hollow and insincere, and that it is necessary that the public should take such matters into their own hands. In the same way I think it is exceedingly likely that public opinion before very long will be matured with regard to railway matters, and it will be understood that railways are a great national institution, and that so long as they remain the property of the companies the monopoly, under whatever name it is, must continue. It is not at all necessary that the Government should take the management of the railways into their own hands, but by leasing them out to companies they could secure to the country such terms, and place the companies under such conditions as would secure to the country the full benefits of its railways.

7440. (*Mr. Ayrton.*) Are the Commissioners to understand you to say that you propose to abide by the Act of 1844, or that you propose to take the railways from the Companies upon some new principle?—I think that it would not be practicable to carry out the Act of 1844. The Act gives compulsory powers, but I do not think it possible to carry them into execution; to deal with the four or five hundred millions of railway property upon the compulsory principle is, I think, entirely out of the question.

7441. Upon your principle, then, do you propose any new scheme for purchasing the railways quite apart from that Act?—Not exactly a new scheme. I would go, so far as principle is concerned, upon the principle of that Act, but still I would make it an entirely voluntary agreement between the Government and the companies.

7442. For what reason do you suggest or suppose that the companies would sell their undertakings at a less price than the shareholders can now individually sell their shares for in the market?—I do not suppose so; I should think that they would require a bonus of 15 or 20 per cent., and the Government would make the best bargain it could with them. No man would sell his shares for less, and I think that the

Government could not procure them unless they would give a fair bonus.

7443. Your view is, that by voluntary arrangements between a railway company and the Government the company would sell its undertaking for its present value in the market, some bonus being given to it to do so?—Yes, with some 15 or 20 per cent. bonus, as the case might be, in the same way as all sales of the kind take place.

7444. When the Government has given this bonus, what do you propose to do with regard to the annual interest which would have to be paid by the public on the purchase money of the railway; how is that to be paid by the public; is it to be paid out of the general taxation?—It should be paid out of the general taxation. My idea is this, that all the railway property should be made the property of the State, and that they would lease it out to companies. There are different ways of managing it when once the State has acquired it, but following this plan of leasing the railways out to companies you make the terms first with reference to what the public require. You say to the company, You must carry the public on such and such terms; you must carry goods at such a rate, and you must carry parcels and whatever may be necessary, at a fixed tariff, and then you would lease it out to the company.

7445. But is the lessee to pay to the Government a rent for the railway equal to the interest which the Government would have to pay for the purchase money?—Yes, that is a matter of course.

7446. If the Government paid the bonus, the interest would be about equal, would it not, to the dividends that the shareholders now receive?—That is so.*

7447. The lease would be practically to pay to the Government a sum equal to the dividend that the shareholders now receive, and to carry at certain rates prescribed by the Government?—Yes.

7448. If they could get any one to take the railway on such terms?—Yes, if they could get any one to take it.

7449. If they could not get any one to take the railway when they had made the purchase what would happen then?—They could put it into a commission.

7450. Then they would manage it themselves?—No, they would not manage it themselves, but by a commission.

7451. Through an officer of the Crown?—No, not through an officer of the Crown. I do not think it would be desirable for the Crown to have anything whatever to do with it. But supposing that they could not succeed in letting the railway to a company at those rates, so as to secure the full benefit to the company, and supposing that it was necessary to put it into a commission, I should think that the commission should be nominated by the Crown, and be approved of by Parliament.

7452. Then you would establish a statutory commission directly responsible to Parliament?—Yes; responsible directly to Parliament, and at the head of that commission a man in the social position of our cabinet minister, and in the same way responsible to Parliament for the management of it.

7453. You would have in that case a body in the country not responsible to the Crown, but responsible directly to Parliament?—Yes, responsible directly to Parliament; the feeling of this country is opposed to the increase of Government patronage under these circumstances; if the railways could not be let out advantageously to companies it might be desirable to place them in the charge of a commission charged merely with executive powers, and Government say that they will have nothing whatever to do with the management of railways.

7454. It appears from the accounts of all the railways that with the existing charges and the existing system they pay their charges, and they pay the rent which you have just mentioned; how then do you

* See the first question in Mr. Galt's examination on the 14th November, No. 8413.

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make out that it only costs the railway companies one-fourth or one-fifth of the sum that you have mentioned to conduct their traffic, when it appears by the published accounts that the working of the traffic costs the railway companies the whole sum that they now charge?—No, they pay their dividends.

7455. You have stated, as I understand you, that the lease is to be on the condition of the rent being sufficient to pay the dividends?—It would not pay the dividends that they receive now.

7456. It would pay a sum equal to the dividends?—Yes.

7457. That being one of the charges of the railway, how then do you make out that it costs the companies the small sum which you have mentioned, when in point of fact the whole sum which they now receive at the existing rates only pays their working expenses, and pays the exact sum which you propose to reserve on the lease?—It must be remembered that the change to consols from railway stock increases the value of the railway property in the proportion of $3\frac{1}{2}$ to 5.

7458. What I understood you to say, was, that you had investigated the expenses of managing railways, and that you had discovered that a person could be conveyed (as is shown by the accounts) 100 miles first-class for 6*d.* I want to know how you discovered that, when it appears from the published accounts that the income of the railway companies at the existing rates only pays their working expenses, and pays the rent which you propose to reserve on lease?—Because the railway companies charge such rates that we find that they do not carry on the average more than 70 persons by each train, and consequently if they would carry treble the number of persons, there would be no more expense incurred in carrying 200 persons than in carrying 70 or 80.

7459. Your meaning is this, is it not, that it would be so, if their traffic could be made three or four or so many times greater than it is at present, without increasing their expenses?—Yes, without increasing their expenses.

7460. On that hypothesis, therefore, the charge is as you have stated?—That is so.

7461. Your statement was that in the existing state of things you had discovered that this was the cost?—What I meant to convey was this, that passengers could be conveyed at the rate I have stated, if a sufficient number were induced to travel, not that they actually were conveyed 100 miles for 6*d.* each.

7462. If I recollect rightly, your statement was, that you had examined the expenses, so that you had ascertained that that was the rate which it cost the companies to convey passengers?—No; my proposition was this, that they could be conveyed at that rate assuming that the trains were full.

7463. You mean this, do you not, that if full trains could be run and kept full all the way along the line, then that would be the expense?—Yes; they could be conveyed at that rate, but then I do not at all assume that the trains would be full, I do not at all assume that the trains would be more than a quarter full.

7464. Is your rate of 6*d.* upon the assumption that the trains would be a quarter full or quite full?—No; my assumption of 6*d.* for 100 miles for first-class passengers is merely showing what the cost is for which they could be carried.

7465. Under certain conditions?—Yes, under certain conditions.

7466. It is only an hypothesis?—Yes, it is only an hypothesis.

7467. And not likely to exist?—Not at all likely to exist.

7468. Then it was merely an abstraction?—Entirely so; except in the case of excursion trains. When the trains are full, then that state of things would exist when they carry their full number; but, of course, that does not at all apply, or would not apply, to the ordinary traffic trains, when there would not be more than one-quarter or one-fifth of that number.

7469. Upon what principle have you supposed that

the traffic on our railways generally in England could double or treble itself in the course of any given time, apart from the ordinary views that we have of the increase of commerce and business from the reduction of prices?—The only reason that we can have to think so is, that when the railways adopt low fares the public rush in.

7470. Is not that the result merely of there being a sudden and exceptional vacuum into which they rush?—No doubt there is a good deal in that, and these cases are only exceptional, and are not such as you can legislate on, they afford no clear and definite data; it is only by having a satisfactory trial that you can really form a definite opinion of the result of low fares.

7471. Looking at the basis of railway income for merchandise do you think that there is any prospect of the conveyance of the great staples of the country, which make up that income, doubling or trebling in any very short period?—I doubt that very much, and therefore my remarks apply only to the passenger traffic. I should say that with regard to the carriage of merchandise there would be no occasion to make any reduction unless it could be shown that an increase of traffic would follow, and a merchant says, "I pay so much for iron from London to Liverpool, I send so much, I pay a certain rate, and I require a certain reduction;" if he admits, however, that the reduction he desires will not increase the traffic no reduction in my opinion should be made.

7472. For example, with regard to rates upon raw cotton and manufactured goods, do you think that a reduction would affect the quantity of raw cotton and manufactured goods conveyed between Manchester and Liverpool to any appreciable extent?—That I have no knowledge of. I do not propose to enter on that department of railway business. The only principle I should lay down is this, that unless it is shown to the satisfaction of the Commissioners that an increase in traffic would follow a reduction in charge no necessity for a reduction in the tariff exists.

7473. You do not, therefore, proceed upon any scheme of an absolute reduction of rates as regards merchandise, but that each case must be dealt with as it arises?—Yes, each individual case must be dealt with as necessity arises; for instance, in one case you must say, there is a necessity in this case that that rate should be one half of what it is, and in another case you should say, I do not see any cause for reduction.

7474. That is just as the railway companies are now dealing with the matter. If they think that they can increase the traffic in any particular commodity by cheapening the transit, and improving their receipts, they do so, do they not?—Yes. The only difference would be this, that the commission would naturally regard the public good; they would not go so close as the railway company would, and look merely to the turn of a little profit. The commission would act in a liberal spirit, and say, It is most desirable that the rates should be lowered; and, although there might be a loss for some time, yet still if on the whole they thought it desirable, they would make the reduction.

7475. Still, the project depending upon a positive reduction of rates applicable only to passengers, we are not dealing with the 36,000,000*l.* which you propose, but with the 15,000,000*l.*?—Yes, that is all I deal with positively; and, it is obvious that if you make but a small reduction in the freightage, there would be a large amount of profit, so as to ensure the public against any loss by the passenger traffic.

7476. Still, the actual and positive proposal is limited to the 15,000,000*l.* of the passenger traffic?—Yes; I only undertake to deal with that. I am told, though I cannot speak from personal knowledge, that a reduction in the rates for goods would be a great benefit to the country; but that is a subject I cannot enter into beyond the article of coal, which I consider of great consequence.

7477. Do you think that the requirements of the

country are such, that the ordinary intercourse of the public, apart from excursion traffic, renders it necessary that there should be this stimulus given to everything?—I think it desirable that everything, not merely travelling but everything in the country, should be as cheap as possible.

7478. Do you see any necessity for it? Do you know of any class of the community which are seriously inconvenienced by their inability to travel at the present time?—I think every class is inconvenienced; for instance, the persons travelling from Ireland complain of the exceedingly heavy charge of coming from Dublin and back again. They pay five guineas for a return ticket, and they say, "We have constant occasion to come over to London on business, but we are over and over again prevented from coming on account of the high charges."

7479. Have you examined the question of the movement of passengers of this country as compared with their movement in other countries relatively to rates?—Our rates are far higher than those in any other country.

7480. Have you found, comparing the population and the number of passengers, that the movement of the people in this country is less than that of the people of other countries?—I have not entered into that part of the question.

7481. Your scheme proceeds entirely upon the assumption that the passenger traffic would increase in extent, so as to make good the loss that would otherwise arise from the reduction of the rates?—Yes, by the profit that would arise from the purchase of the railways, and their consolidation under one management.

7482. (*Capt. Galton.*) You stated that you would charge a uniform tariff; did you mean a uniform rate per mile?—Yes, a uniform rate per mile for each class.

7483. As applicable to passengers or to goods?—To passengers only.

7484. You would make no difference in the cases where there was steamboat competition carrying passengers?—No; I should make a uniform rate per mile over the whole country.

7485. If you carried at a low rate per mile, would you have any necessity for excursion trains?—I should have excursion trains.

7486. Why?—Because they carry the excursion traffic still lower than the ordinary traffic.

7487. Then you think that the principle of excursion trains is a good one?—I think it is. I think for large towns, say for such a place as London, it is a very great matter to allow the poor population an opportunity of going to the country.

7488. But you would carry your ordinary third or fourth class passengers at a farthing per mile?—Yes, at a farthing per mile.

7489. And you think it necessary to have excursion trains at a lower rate?—Yes, in order to enable a man to bring his family with him. The South-eastern Company carry at less than that now.

7490. You gave the Commission some examples of the small difference to the shareholders which a diminution of the passenger charge made, and you cited the case of the Edinburgh and Glasgow, and the Caledonian; is not it the fact that the portion of the traffic on which the low fare was charged has a very small proportion to the whole passenger and goods traffic that was carried on those railways?—I think that that was so on the Caledonian line; but I do not think it was so on the Edinburgh and Glasgow line.

7491. The distance between Edinburgh and Glasgow is nearly 50 miles, is it not?—Yes.

7492. Is not it the case that there are several towns of fair size on the line between Edinburgh and Glasgow?—Yes, there are.

7493. Between which a very considerable traffic arises?—Yes.

7494. And to those towns the reduction did not

apply?—No; still the great traffic was between the two capitals, Edinburgh and Glasgow.

7495. Have not your researches led you to see that the amount of traffic between two places diminishes very rapidly in proportion to the distance between the two places?—Yes.

7496. When two places are far apart the number of people that travel is very much smaller than between places six, eight, and ten miles apart?—Yes, no doubt. Those cases which I gave I do not put forward as a complete proof of the success of low fares. I merely put them in for what they are worth.

7497. (*Mr. Lowe.*) With regard to the governing body of those railways, who is to appoint it?—I should think that in the first instance it would be desirable to lease the railways out to companies, whatever Government or Parliament may do at a future time.

7498. Then you have changed your opinion with regard to that, because I understood you to say that a body was to govern them with the rank of a Cabinet minister?—In the event of the lines not being leased out to the companies.

7499. Do you contemplate that event as possible?—I only contemplate it in the case where there should be no lessees found to take the railways on terms satisfactory to the public.

7500. Who is to manage this letting of the lines?—The Government.

7501. What department of the Government?—The Board of Trade I should think would be the best.

7502. On what conditions? Is it to be left to the Board of Trade to fix the conditions?—No, the conditions would be fixed by the Legislature. The tariff for passengers and merchandise would be uniform throughout the kingdom, whoever should manage the railways.

7503. And then you would put the railways up to auction, or would you ascertain their value by tender?—It would be a very good way to do it by tender, and to take the lowest tender; but that is all matter of detail.

7504. And if the terms were such that no company could be found to take the railways upon those terms, then the Government is to work them themselves?—You can scarcely conceive it possible that you would not get a company to do it. Companies are always ready to do business.

7505. If the scale were fixed at such a limit that it did not pay the company's working expenses, that would be so, would it not?—It is impossible to suppose a case of that sort; for instance, if you take the London and North-western, one cannot suppose that you could reduce the scale so as not to pay its working expenses.

7506. Not if you reduced it to one-third?—No.

7507. (*Mr. Ayrton.*) Was not it your proposal that it should be let on these conditions, namely, that the rates should be one-third of the existing rates for passengers, and that the rent should be equal to the interest upon the purchase money?—Yes.

7508. And that if no company could be found to take it upon those conditions, then somebody else was to take it?—Yes.

7509. (*Mr. Lowe.*) A commission?—Yes; but it might be done in another way. If a railway, or a group of railways, was let out on a contract to parties, and it was found that the company would not give as much as would indemnify the Government, then the Government in such case might pay something to make up the loss, if such a course was thought desirable.

7510. They should pay the company for working the railway?—Yes; they should pay whatever was necessary to make up the loss.

7511. Out of the general revenue of the kingdom?—Yes; out of the general revenue. My view is this, that supposing a universal reduction of charges on our railways were made to the amount of two-thirds, there would be 24,000,000*l.* saved to the nation. From

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that should be deducted what the Government would pay to the companies, and the difference would be the nett gain to the nation.

7512. That would be a subsidy out of the general revenue for the benefit of those who travel and who send goods by railway?—Yes, for all who derive benefit in any way from railways.

7513. And those who travel most and send goods most would gain most by that subsidy?—Yes; they would be the best contributors to the revenue.

7514. Which travel most and send goods most, the rich or the poor?—I think the poor would travel most.

7515. More than the rich?—Yes, because you find that the receipts from the third-class travellers are greater than from the first-class.

7516. Is that because the individual poor man travels more than the individual rich man, or because the poor are more numerous?—Because the poor are more numerous.

7517. Then the individual rich man travels more than the individual poor man?—Yes; but if you reduced the individual poor man from a penny a mile to a farthing a mile, you would find that there would be quite a different state of things.

7518. By your proposition the individual rich man would be the person who would gain the most?—No, because the tariff is not reduced to the rich man in the same proportion as to the poor man. At the present time if you travel by express train you pay $2\frac{1}{2}d.$ a mile, and if you travelled by the express train which I propose, you would pay $2d.$ a mile; so that the rich man does not gain much, whilst the poor man's fare is reduced from $1d.$ to $\frac{1}{4}d.$

7519. Is $2\frac{1}{2}d.$ a mile the usual fare by express train in this country?—I think it is.

7520. Is not it $3d.$?—No, only $2\frac{1}{2}d.$

7521. How do you propose to provide for the permanent way under this system?—The company that takes the railway would be bound to keep it up.

7522. And how do you propose to enforce that obligation?—The same as any other obligation is enforced at law; the company must give proper securities for keeping it up.

7523. It would not, of course, be the interest of the company to keep it up unless there was some special provision with regard to it?—It would not be their interest, but they would be bound by the security in the same way as any one is bound by a contract to fulfil a particular obligation.

7524. You think that in that way the thing would be kept up?—It would be the duty of the Government to take care that it was kept up, by requiring certain conditions, and getting proper securities, and dealing with solvent men.

7525. Although it would be the interest of the company not to fulfil that obligation you think that the Government would be able to get it performed?—I do not see why they should not. It would be the interest of the company, no doubt, to do as little as they could.

7526. Do you think that the Government would obviate that?—Yes, by taking proper securities.

7527. Supposing that improvements were required upon a railway; take, for instance, the case of the Great Western building a new station at Reading, which is to cost 40,000*l.*, who is to do that under your system?—The State should do it.

7528. What principle would you lay down for the guidance of the State in doing it?—That anything that was done extra, any permanent improvement, should be for the benefit of the public. It would be necessary that the company, who would lease the railways, should keep them in perfect and proper condition, and give them up in the same condition as they got them, but in case any improvement was required the State should pay for it.

7529. You consider that these railway companies, tenants of the Government, would expect to make something out of the railways?—Yes; of course they

would not take them unless they thought they would make a profit.

7530. Do you think that politics would have nothing to do with the letting of those lines?—Not if it is done by open contract.

7531. Would you bind the Government to take the highest bid in every case?—Yes, where there was proper security given.

7532. You would not look at the character of the persons tendering and their experience?—No; so long as it was a public company that gave proper security for the performance of the work, and they were in every way suitable.

7533. What do you mean by "in every way suitable"?—If they were able to carry out their contract and give proper security.

7534. That would be all that in your opinion would be required?—Yes, that would be all that would be required.

7535. Those railways have a great deal of patronage, have they not?—Yes.

7536. Do you think that you could make the Government the landlord without escaping at all events the suspicion, or probably the reality, of the Government using that patronage for political purposes?—I do not see what patronage they would have if they did not work the lines.

7537. But they would have power over those that did work the lines, would they not?—No; if they were leased out to companies, the company that got a lease for 21 years, or whatever time it might be, would be quite independent of the Government.

7538. I thought I understood you to say that the company undertook to fulfil definite obligations and gave security for their performance?—The company would undertake to carry at certain terms.

7539. And to maintain the permanent way?—Yes, to maintain the permanent way, and to pay the rent.

7540. Do not you think that those conditions would give the Government great power over the Company?—I do not see what the power is any more than if a tenant takes a lease from his landlord; he ought to be pretty independent of his landlord.

7541. But is he so?—He ought to be so.

7542. That is not the question that we have to deal with, the question is whether he is so?—I think he is.

7543. Are the tenantry of this country generally independent of their landlords?—Not tenants at will, but a tenant at will and a tenant having a lease are very different.

7544. Though the lease may contain very many burdensome covenants?—That is a different matter.

7545. That is the case here, is it not?—No, the covenant would be simply this, that the Company would engage to give up the line in the same condition as that in which they took it, and that they would engage to carry passengers and goods at a certain fixed tariff, and to pay a certain rent.

7546. Do not you think that a company which had the power of sending several members to Parliament would be dealt with more leniently by the Government on whose side it returned those members than a company which used its power the other way?—If you give no option, if you make it binding that you shall let the contract to whoever gives the most money, there is no option left in the power of the Government.

7547. When you have once got the company, supposing the company is letting the permanent way go out of repair, would not it be dealt with much more leniently by the Government if it supported the Government for the time being, than if it went against it?—If the Government break faith with the public and acts dishonestly, you can only go to Parliament for redress; you cannot provide against those things.

7548. You cannot provide against the Government using its powers for political purposes?—If the Government chooses to act dishonestly, then all the power of

Parliament would be employed to remedy that state of things.

7549. Do not you think that a very good reason for not adopting the system which you propose?—I do not think so.

7550. Do you think that the Government never do use their power improperly?—I would take such precautions that the Government should have no power in the matter.

7551. What precaution would you take?—The precaution in the first place that you should let the railway to whoever gives the most for it.

7552. I am supposing the lease already made, and the company working it under lease, what precautions would you take to prevent the Government being loose to one company and rigid to another, according to political influence?—I do not know what precautions you can take, except the precautions that exist at the present time against the Government doing wrong; you have an appeal to Parliament if they act wrongly, and that is the only remedy you can look to.

7553. If the Government happens to have a majority in Parliament (which I suppose it would have from the fact of its being the Government) then I suppose the appeal would not come to much?—It would come to very little, I suppose.

7554. (*Mr. Ayrton.*) Will you extend your answer with regard to the mode of dealing with the permanent way to the rolling stock, would the Government buy the rolling stock and lease the rolling stock, and have all the factories and the machinery under their control?—I would say that the Government should take everything as it is, and have a proper valuation put upon the rolling stock, a valuation agreed on between the two parties, and at the end of the lease the same sort of valuation should be taken, so as to have any difference made up.

7555. And take it back again at a valuation at the end of the lease?—Yes.

7556. What would you think would be a fair percentage to allow to the lessees for the risk and the responsibility that they would incur in agreeing to take a railway at a certain fixed rent for a given number of years?—That I cannot say anything about; I would merely put it up to public competition, whoever would give the best terms, let them have it.

7557. As you would often put very large sections of a railway or whole railways up to competition, would it not be so great an undertaking that practically there would be no competition, just as we see when Government want to borrow 20,000,000*l.*, that there is really no competition?—Then the question would be, whether it should not be put up in smaller sections.

7558. Then if it were put up in smaller sections would there not be a multiplication of the expenses of management, so that that great item of saving would not accrue?—*Mr. Watkin*, who is a very eminent man in railway management, suggested the idea that if England were divided into four sections, that might be made very manageable, and the scheme would work very well.

7559. Still the responsibility of one section would be 8,000,000*l.* a year?—Yes.

7560. That would be a very heavy transaction, would it not?—Yes, no doubt.

7561. Do you think that there would be much competition in such a transaction as that?—There is competition in everything.

7562. What do you think would be a fair percentage upon the 8,000,000*l.*, would you say five, six, or ten per cent. to allow the lessee for the responsibility that he would undertake in engaging to pay 8,000,000*l.* to the government yearly, and carry on the traffic?—That I cannot say.

7563. Would you allow him five per cent.?—I think he ought to have five per cent. profit.

7564. Supposing he were allowed five per cent., the allowance to the lessees on the whole 33,000,000*l.* would come to 1,500,000*l.* would it not?—Yes.

7565. Would not that be exactly the sum which you

say is now spent upon management?—I have not stated any sum for management, nor can I enter into those details. I should take the general principle that the railways should be let out to companies upon the best terms that could be procured, and would fix the tariff; but as to those minute details I can not at a moment's notice speak.

7566. Upon principle do you not think that the saving in the management would be absorbed in indemnifying the lessee for the risk that he would run in engaging to pay the Government absolutely a very large rent, and in engaging to carry on the traffic at fixed maximum rates of a very low character?—That must be the look-out of the lessee before he would take it.

7567. Would not that be the practical result of the transaction; do not you think that if he undertook to incur the risk that you would impose upon him, he would expect a rebate which would practically absorb all the saving in the management?—No; I think that there is such competition in England for works of that sort, that they would be willing to take it on terms that would not absorb the saving that I anticipate by carrying out that plan.

7568. (*Chairman.*) I understand you to say that although you think it desirable that the Government should purchase all the railways, your view is that public opinion is not sufficiently ripe on the subject for you to recommend such a transaction being carried out at present?—That is my opinion.

7569. And you think that the plan ought to be tried experimentally on particular lines?—I think that the experiment ought to be tried on particular lines.

7570. Do you mean to say that the Government ought to purchase a few lines such as those you have specified between Liverpool and Manchester?—No.

7571. Did I rightly understand you to say that if the Government were to guarantee the companies against any loss it would lead to extravagance, and there would be no interest in trying the experiment fairly?—I was speaking then of a permanent guarantee, I was not referring to a guarantee for merely a year.

7572. But would not a guarantee under all circumstances take away from the directors all motive to exercise economy, or to conduct the experiment fairly?—No doubt a guarantee for a long time would do so, but I propose it merely for a short time, say a year, in order to try the experiment, and when the directors would, as I have no doubt they would, enter fairly into the question for a year and make a fair experiment, the public can arrive at a knowledge of the extent to which low fares can be carried.

7573. You think that it ought to be tried on a few lines such as those you have named, and that the Government ought to guarantee the directors against any loss for a year or two years?—For a year at all events.

7574. Do not you think that a guarantee even for a year would prevent their giving the experiment a fair trial?—I think not. If the directors of any company would pledge themselves to give it a fair trial for a year, I have no doubt they would fairly carry out what they undertook to do.

7575. Are not all the lines in this country so intermixed with one another that it would be scarcely possible to find any lines upon which the experiment could be fairly tried?—There are many lines upon which it might be tried. Take for instance the London and Blackwall, or the Metropolitan line from the City to Paddington, or the North London, these do not interfere with other railways; or take the most of the Eastern Counties lines, or the two lines between Liverpool and Manchester, and many others that might be named; such lines as the Commissioners would, after due care and deliberation, select, not merely in the populous districts but also in the thinly populated districts, so that they may know what the effect of the low fares fairly tried throughout the country would be.

7576. Supposing the whole of the lines in the country

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were purchased by the Government, it is your opinion, is it not, that a uniform scale of fares should be adopted throughout the country?—That is my opinion.

7577. Are not there a great number of lines through comparatively thinly-peopled districts in which it would be quite impossible to expect that the trains could ever carry one-tenth or even one-twentieth part of the passengers that a train is physically capable of carrying?—I do not expect that in ordinary cases the trains would be one-quarter filled; and in those lines that your Grace is speaking of, it must be remembered that the Government would buy them proportionately cheap where there is a small traffic. Take for instance the Eastern Counties, you would buy the Eastern Counties at less than half the price for the same distance that you would buy the Great Northern. Therefore the Government do not run a risk in that way, because just in proportion to the value of the line would be the amount that they would pay. In a densely-populated district, where the traffic is great, they would pay more than if it were in a sparsely-populated district where there is a very small population, and where the shares are exceedingly low there the Government would buy the line in the same proportion.

7578. Are there not lines in thinly-peopled districts which cannot be bought very low, and which are paying very tolerable dividends to their shareholders at present?—Whatever they pay to their shareholders at present, the increase in traffic would be in proportion if you reduced the fares.

7579. Although it may be quite possible in very thickly-peopled districts to carry passengers at a very low rate, do you think it equally possible in thinly-peopled districts to carry at the very low fare which you have named?—I do not think that the increase would be so great, but, as I said before, it is to be remembered that you would purchase low in the same proportion. For instance, on a line that would carry two the proportion would be doubled; it would carry four, and on another that would carry eight per mile it would carry sixteen, so that the proportion would be kept up; you would buy at a proportionate rate, and therefore there ought not to be any very great difference with regard to the loss.

7580. Do you know enough of the price of the different lines to say that the Government would be able to purchase exactly in proportion to the probable traffic on the line?—No. I know, in a general point of view, the value of the shares in the lines. For instance, if you look at the Great Eastern, that goes through a thinly-populated district, and the shares are not one half the value of what they cost; their 100*l.* shares are less than 50*l.*; but if you take on the other hand the Great Northern, the shares in that line are above 130*l.*; and in the one case you pay nearly three times as much per mile as in the other.

7581. (*Mr. Leveson Gower.*) In the case of the Blackwall Railway, you have told the Commissioners that there are omnibuses running alongside it; now if the experiment were tried on that railway, what would become of the omnibuses?—It would do them up pretty quickly.

7582. Should you propose any compensation to the owners of the omnibuses?—No, I never heard of such a thing.

7583. With what fairness would you give a bonus to the proprietors in the purchase of their shares, whilst in the same act by which you ruin the omni-

bus proprietors you would give them no compensation at all?—It would be only following the accustomed rule; there was never any compensation given to the coach owners when the railways were established, or to the omnibus proprietors on the line. We must take things exactly as they are.

7584. But would it make no difference whether the cheapness of conveyance is created by money contributed by the public, or whether it arises from individual energy?—In all these cases you must look only at the public good; and I consider that it would be a very great public good in densely-populated districts like the Tower Hamlets, where the population is exceedingly poor, if you could carry them for a penny where now they pay 4*d.*

7585. Supposing the collier trade from Newcastle is destroyed by the greatly cheapened conveyance of coal, do you think that no hardship upon them?—All these things are hardships, but they are hardships which cannot be helped. They must either be endured or the progress of civilization stopped.

7586. Have you ever considered the result of your scheme upon the further extension of railways?—Not to any very great extent.

7587. Do not you think that that is a very important element in the consideration of the subject?—No doubt it is a very important element, but I should like to see this question settled first.

7588. You stated that there were some small railways whose prospects were rendered uncertain in consequence of their having to fight by reason of the establishing of fresh railways. I suppose that if your scheme were adopted those railways would not be made?—If my scheme were adopted, or, I should rather say, if Mr. Gladstone's scheme was adopted, if the Act of 1844 was fully carried out, as a matter of course there would be an end to all private companies.

7589. (*Capt. Galton.*) And to all extensions of railways?—No, not to the extensions of railways.

7590. (*Mr. Leveson Gower.*) Mr. Gladstone's scheme did not comprise any diminution in the charges by railway, did it?—Yes. He stated that he contemplated a reduction to one-third of the average fares, but he said nothing about goods.

7591. (*Mr. Ayrton.*) Under your plan, what would be done with reference to new lines of railway; should they be constructed by the State, or by the lessees, or by new companies?—I think that they should be constructed by new companies and bought by the State. Let any project come before Parliament and receive the assent of Parliament, and let the lines be constructed by private individuals the same as they are now, and be taken at a valuation when they are completed.

7592. You mean that they should be taken by the State whenever they desire to do so?—Yes. I am assuming first that the project must receive the sanction of Parliament; let the railway then be constructed by the parties who have obtained the Act, and then let the State take it at a valuation when the line is completed.

7593. How soon after the line was constructed should the State take it?—As soon as it was opened, or as soon as the value was tested by the amount of traffic on it; that, I think, would be the fairest way—to test the value by the traffic on it, and then to leave to arbitration the price to be paid.

The witness withdrew.

Adjourned to to-morrow at 11 o'clock.

Wednesday, 8th November 1865.

PRESENT :

THE RIGHT HON. LORD STANLEY, M.P., F.R.S.
THE HON. E. F. LEVESON GOWER, M.P.
SIR ROWLAND HILL, K.C.B., F.R.S.
T. B. HORSFALL, ESQ., M.P.

A. S. AYRTON, ESQ., M.P.
CAPT. DOUGLAS GALTON, R.E., C.B., F.R.S.
E. T. HAMILTON, ESQ., M.P.
WILLIAM POLE, ESQ., F.R.S., *Secretary.*

HIS GRACE THE DUKE OF DEVONSHIRE, K.G., F.R.S., IN THE CHAIR.

W. NEILSON HANCOCK, Esq., LL.D., examined.

7594. (*Chairman.*) You were formerly Professor of Political Economy in the University of Dublin, and Professor of Political Economy and Jurisprudence in Queen's College, Belfast, were you not?—Yes. I was so for five years in one professorship, and for four in the other, but I have ceased to hold either for some time.

7595. Have you recently been engaged in collecting statistics and in making official reports on various questions relating to Ireland?—Yes; I made an inquiry into the general statistics of Ireland with regard to the Supposed Progressive Decline in Irish Prosperity about two years ago, and I have inquired into the taxation of Ireland, and into the arrangements for local government, and recently into the importation of cattle, and into the conduct of the labouring classes, and also into the statistics of crime.

7596. Has your attention been directed to the present state of railways in Ireland?—Yes. I was requested by Right Hon. William Monsell, M.P., who took a very active part in the matter last session, to consider the subject, and to give my opinion on it to the Commissioners. That is the origin of my looking specially into it.

7597. Have you formed any opinion upon any part of the present railway system in Ireland, which you think requires the attention of the Commissioners?—I think that what has attracted my attention most in the present railway system of Ireland is the want of success of Irish railways as commercial speculations, as shown in the table which I hand in (*see Appendix AZ.*) It appears from this table that two of the companies have become actually bankrupt, the Banbridge Extension and the Bagnalstown Railway Companies. And an Act of Parliament was passed last session to prevent the application of the Irish Bankruptcy Act to other railways. In the second place, there are several railways at a standstill; that is to say, their works are stopped at present. I have not detailed information as to them all, but I find two that I may mention, the Athenry and Ennis railway and the West Cork railway. Then there are six railways which do not pay dividends to all their preference shareholders.

7598. Can you name the companies that do not pay dividends to all their preference shareholders?—There are the Belfast and County Down, the Irish North-western, the Limerick and Foynes, the Londonderry and Coleraine, the Londonderry and Enniskillen, and the Newry and Warrenpoint companies. I may mention that the mileage of those that are bankrupt is 33 miles. I have not the names of all those that are standing still, but the mileage of those that are not paying dividends to all their preference shareholders is 263 miles. Then I find that there are ten lines in addition to those six that do not pay dividends on their ordinary shares. There is the Banbridge Junction, which has not paid a dividend for the last year, and only one dividend in the three half-years before that; the Cork and Bandon has not paid for the last three years; the Cork and Kinsale has not paid for the last three years; the Dublin and Meath has not paid the last three years; the Finn Valley has not paid the last three years; the Limerick and Castle Connell, no payment stated the last three years; the Limerick and Ennis, no payment the last three years; the Newry and Armagh no payment the last three years; the Portadown, Dungannon, and Omagh, no payment for the last three years; and the Waterford and Kilkenny, no payment for the last three years.

7599. What is the mileage of those railways?—The mileage of that class that are not paying their

ordinary shareholders is 217 miles, and the mileage of the third and fourth class added together makes 480 miles of railway running trains and paying no dividends to ordinary shareholders. The next class of railways are those that pay dividends less than the rate of interest in the funds; that is, less than trustees' security; less than 3 per cent.

7600. (*Lord Stanley.*) When you say "less than 3 per cent.," do you mean the nominal value in the funds, or their real value?—The interest on the funds at present is 3*l.* 7*s.* 6*d.*, and I take the real rate of interest in the funds; the present rate of interest is 3*l.* 7*s.* 6*d.* at the last quotation. The Waterford and Limerick Railway has paid on an average 18*s.* 4*d.* per cent. per annum in the last three years. The Cork, Blackrock, and Passage has paid on an average 1*l.* 18*s.* 4*d.* per cent. per annum for the last three years. The Waterford and Tramore has paid only 15*s.* per cent. per annum on the same average. The Midland Great Western paid 5 per cent. in December 1862. The dividend fell to 4½ for two half-years. The dividend fell to 4 per cent. in June 1864, and in December 1864 to 2 per cent., and the last dividend was 2½ per cent. So that in the last year the dividends have fallen from paying a very respectable amount to paying 2 and 2½ per cent. I therefore take it as now paying less than the funds, although the average rate for three years is 3*l.* 14*s.* 2*d.*

7601. (*Mr. Horsfall.*) Do you mean at the rate of 2½ per cent. per annum?—Yes. I take those figures from the ordinary Brokers' Share List. I just take the statement in the market as to the rate of dividend. The Great Northern and Western, the last dividend was 2*l.* 5*s.* per cent. per annum, and the average of three years was 2*l.* 15*s.* 10*d.* The Athenry and Tuam pays a dividend of 3 per cent., and has done so for three years. They have leased their line to the Midland Great Western for a term of years, and as long as that term lasts they are secure of that dividend; but it is not necessarily a permanent dividend. The mileage of the lines paying some dividend last year, but less than the rate of interest in the funds, amounts to 441 miles. The sixth class of railways are those which pay above the funds, but pay less than what the shareholders believe to be true commercial interest. The way in which I measure that is this, that if the shares are at par at their existing dividends, the shareholders believe they are getting a fair interest for their money; but if the shares are below par at the dividends they are paying, then the shareholders do not believe that they are getting commercial interest for their money. The lines in that condition are the Dublin and Belfast Junction; their shares were, before 19th October last, 68*l.* per 100*l.* of shares, that is to say, they are 68 per cent., or 32 per cent. below par, of the value of their shares, and they paid 3*l.* 10*s.* per cent. the last dividend, and 3*l.* 13*s.* 4*d.* per cent. on an average of the last three years. The Belfast and Northern Counties paid 3*l.* 10*s.* per cent. the last time, and 3*l.* 16*s.* 8*d.* on an average of three years, and their shares were at 78, or 22 per cent. below par. The Ulster Railway is paying 4*l.* and an average of 4*l.* 13*s.* 4*d.* per cent.; the price of their shares was in October 84 per cent., or 16 per cent. below par. The Dublin, Wicklow, and Wexford is paying 4*l.* per cent., and 4*l.* 3*s.* 4*d.* on an average of three years; their shares were at 7½ the 10*l.* share, or 75 per cent., or 25 per cent. below par. The Dublin and Drogheda is paying 4*l.* 10*s.* per cent., 4*l.* 3*s.* 4*d.* on an average of three years, and their shares were at 82 per cent., or 18 per cent. below par. The Great Southern and Western are paying 4*l.* 10*s.* per cent. and on an average of three years 4*l.* 10*s.* 10*d.*, and their

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price before 19th October was 91 per cent. or 9 per cent. below par. That is the most prosperous and the highest-priced line of that class. The mileage of the lines paying above the funds, but less than commercial interest, comes to 768 miles. There is one railway in Ireland whose shares are very largely above par, and that is the Dublin and Kingstown Railway; they have paid 9 per cent. for the last three years, and their shares were in October at 195½ per cent., or 95l. 10s. above par.

7602. (*Chairman.*) Is that the only railway in Ireland whose shares are at a premium?—Yes.

7603. (*Capt. Galton.*) Does the Dublin and Kingstown line of railway go to Wicklow?—No; it is leased to the Wicklow company, but they are separate companies. The Dublin and Kingstown company have six miles of railway; they have leased it to the Wicklow company on a perpetual lease, and they divide 9 per cent., so that I presume they are earning it.

7604. (*Chairman.*) The shares of the Dublin and Kingstown Railway are in the nature of preference shares—are they not?—I think that it is a perpetual lease.

7605. What are the defects of the present railway system in Ireland, which you think require the attention of the Commissioners?—I think that the first view of the matter is, that the proposition that was stated by the Committee of the House of Lords in 1864 applies strictly to Irish railways. In the House of Lords in 1864 there was a special committee on railways, and they reported that when companies were not able to pay their ordinary shareholders, they were not in a satisfactory position for developing traffic or for working the railway successfully; and I find that that exactly coincides with my view, that if an undertaking is to be worked as a commercial speculation, the foundation of all commercial success is profit, and that where a commercial undertaking is really profitable, the public interests are really safe to a very large extent in the hands of persons who are working for a *bonâ fide* and large profit, but that when a commercial speculation is not successful as a commercial speculation there is not the same safety for the public interests in entrusting public functions to a railway company.

7606. (*Lord Stanley.*) Will you explain to the Commissioners what you mean by “the same safety to the public interests”?—In entrusting public functions to them they are not likely to develop the traffic or to manage their affairs with the same liberality; they are likely not to repair the line adequately; and they are likely to let it run out of repair; and they are likely not to try experiments with the traffic, if that were necessary, not to make useful extensions, not to amalgamate, not to do any of those things which companies might be expected to do, and which they would do if they were making large profits.

7607. You mean that if the speculation turns out a bad one, the Irish directors are not inclined to throw good money after bad?—Precisely; and not only are they not inclined to throw good money after bad, but they are not likely to manage what remains of the bad money prudently.

7608. (*Chairman.*) Can you give us any instances of serious losses to shareholders in railways?—The most recent instance I can think of is the Cork and Youghall Railway, which has been recently bought by the Great Southern and Western Railway Company for 300,000l. It was stated in that case that the sum expended on that line itself had been from 600,000l. to 700,000l. and of course that loss must have fallen to a large extent on the shareholders.

7609. Do you mean that the 600,000l. or 700,000l. was actually expended, or that that is the nominal capital?—That is what is stated to have been the nominal expenditure on that line.

7610. Do you object to the payment of contractors in shares?—I think that one cause of lines not paying well is that really solvent companies are afraid to carry out extensions, and then they are got up by what are called speculative companies, and in those

speculative companies it is very commonly stated that the contractors are largely paid in shares. I think that the payment of the contractor in shares is an objectionable thing in a public undertaking, because it is mixing two things together. The contractor has two divided interests. As a shareholder he ought to check the contractor, and as a contractor he ought to get the largest sum from the shareholders, himself and others. I do not think it is beneficial ultimately to the contractors; because if the rate of interest rises in the market, and if they have taken the lines as a matter of speculation, and are not regularly paid their money, they very often get embarrassed, so that I do not think it is beneficial to the contractors. I think that in the case of a public undertaking, when it is to be carried out by commercial men, it should be undertaken by real shareholders who are expending the money and checking the expenditure.

7611. Do you object also to the payment of landowners in shares?—I think that it puts the landowner in the false position of a man promoting a line that is not likely to pay. I think they ought to do what some proprietors do, and what is done in the case of all public roads, and that is, either not claim for the whole value of their land, or not claim for it at all: but if they do claim for it, the mixing up of the claim with the shares leads to lines being promoted which will not be likely to pay, and if they do not pay in the long run then I think that an amount of discredit frequently attaches to the parties concerned; for instance, in those bankrupt lines there are some very influential parties who appear as connected with them.

7612. (*Lord Stanley.*) What is your practical objection to landowners taking shares,—is it that they are likely to sell out, and therefore to throw a quantity of shares upon the market, and so to depreciate the capital?—I do not object to any landowner holding shares.

7613. But you do object to a man being paid for his land in shares?—I think that his being paid for his land in shares induces proprietors to promote lines that will not really pay in the long run. I think that parties are induced to take shares by hearing that the landowners are shareholders in the line, and thereby a loss happens to innocent parties; the landlord who takes shares in a railway does not really get paid in the long run, and he incurs the discredit of having induced other parties to take shares who would not otherwise have done so.

7614. You mean that people are induced to take shares by hearing that Mr. So-and-so is a proprietor in the line, and they think that he is not likely to go into anything that would not succeed, and they are not aware that the benefit to him is not in the direct return from the line, but through his land being opened up?—Yes; and that that leads to a loss of credit afterwards, that the landowners do not, I believe, think of when they agree to take shares for their land.

7615. Still, is it not a great help to a small line that may have a difficulty in raising its capital if the landowner consents to receive payment for his land in shares?—I think it should be taken into consideration that if there is a difficulty in raising the capital, the line is likely not to pay.

7616. (*Capt. Galton.*) Do you mean that no line should be commenced unless the money for the working of it is *bonâ fide* subscribed?—No line should be commenced on the commercial principle. I will state afterwards how I think those lines might be made; but I mean that on the commercial principle no line should be commenced by a company that started as a commercial company, unless it is a *bonâ fide* commercial company, with capital subscribed, and unless it pays its way.

7617. (*Chairman.*) You object to what you call “speculative lines”?—Yes; what I mean by speculative lines, are lines which may generally be stated in the form described in Lord Stanley’s words “lines that find a difficulty in raising their capital.” If a

line of railway is likely to be a profitable speculation it should have no difficulty in raising its capital. The fact that it has a difficulty in raising its capital shows that it is not likely to pay in the long run. But I think it very injurious, and I think that the list that I have given in shows that it is very injurious, to have those lines made on the commercial principle, when after a few years it turns out that they do not pay. Then there is very serious loss to the shareholders, who are induced by the great support that the line gets to take shares in it, and eventually find that they have lost their money.

7618. (*Lord Stanley.*) Do not you think that it is every man's business to look into the nature of his speculation before he embarks his capital in it?—Certainly.

7619. Do you think that a man has any right to complain if he puts his money into a losing speculation merely because other persons have also lost money in it, who are men of larger capital than himself?—He would be dissatisfied, nevertheless.

7620. (*Mr. Ayrton.*) Your view is that when a company is started on the commercial principle, the whole of the capital ought to be raised in cash?—No; I merely mean that it should be a sound commercial speculation, and that parties should not join in it for other objects than promoting the company. They may borrow, if they can borrow at 4 per cent. like solvent companies, upon debentures on a certain portion of their capital. There is no objection to that.

7621. Is it your view that as a test of a company being carried on upon the commercial principle, all the capital ought to be raised in cash, that is to say, brought to credit in cash?—Yes.

7622. You think that the capital ought not to be an aggregate of values suggested by various interests, but that the money ought to be brought in as cash for the shares, and then spent in the undertaking?—Yes, if it is to be conducted on the commercial principle.

7623. (*Chairman.*) To what causes do you attribute the state of things which you have pointed out with regard to the Irish railways?—I think that they have been too eager to make lines, seeing lines paying remarkably well in England. Some of the early lines in Ireland paid remarkably high dividends. The Kingstown line was the first line that was made in Ireland, and it paid very high dividends; and some of the English lines were realizing very large dividends indeed, and people were naturally led to make railways in Ireland, without calculating the exact extent to which the traffic would work out, and so it has turned out that the Irish lines have not paid so well as the best of the English lines. For instance, the London and North-western Railway, perhaps the largest in England, is paying 7 per cent. at this moment. After all its amalgamations, extensions, and everything, it is paying by the last accounts 7 per cent.; but amongst the Irish extensions a great number of lines were made that could not really be profitably made upon the commercial principle, and ought not to be made upon that principle.

7624. (*Lord Stanley.*) I understand your objection is that in Ireland a certain number of lines have been made which never ought to have been made?—Yes; on the commercial principle they ought never to have been made.

7625. And which never had a reasonable prospect of yielding a return?—They have never had a reasonable prospect of giving a dividend of 5 per cent. or paying the rate of interest that the directors had to pay for borrowed money, but they might have paid, if the land had been given by the proprietor and money advanced by Government at 3½ per cent.

7626. (*Chairman.*) Out of what fund are the county roads made and repaired in Ireland?—The county roads are made in Ireland out of the local taxation; the turnpikes have been abolished and the whole of the county roads are repaired out of the local taxation.

7627. Can the defects in the railway system in

Ireland, which you have pointed out, be remedied by competition?—I think that they cannot, for this reason, that in Ireland the traffic is not large enough to bear competition. The very fact that the traffic is of so small an amount shows that it will not bear the extent to which competition is carried in England.

7628. Can you give any instances where in your opinion competition has been injurious to Ireland?—I may mention that there was a line made from Portadown to Omagh; that line does not pay itself a profit, and yet it diminished the profit of three other lines. It diminished the profit of the Londonderry and Coleraine line, of the Northern Counties line, and also of the Dundalk and Enniskillen.

7629. (*Mr. Hamilton.*) But have not the public gained anything by the competition in the reduction of rates?—No doubt they may have done so.

7630. (*Chairman.*) Have you formed any opinion as to whether there can be any adequate checks upon railway companies where there is no competition?—I think that the great check on all enterprises as commercial enterprises is competition; and that in the absence of competition there is not the same source of security.

7631. Are we to understand you to state that the best check upon railway companies is competition, and that you think it applies to railway companies as well as to all other undertakings?—So far as you trust to the commercial principle of management so far the safest check is competition; indeed the only complete check is competition.

7632. Do you think that the present defects of railways in Ireland can be remedied by amalgamation?—I think that amalgamations in Ireland have gone on very slowly and will go on very slowly.

7633. Can you state why amalgamations go on so slowly in Ireland?—I believe that the fact that even the best lines are making small profits is a very great reason why amalgamations go on very slowly. If a line is making a return above commercial interest, the shareholders will tolerate the directors entering into new speculations and buying up lines, and they can give very liberal terms in buying them up; but if a company is not making full commercial interest then the directors are very slow to enter into any speculation in that direction.

7634. (*Lord Stanley.*) When one speaks about amalgamations, if it were a question of fusing all the Irish lines into one, or two, or three great companies, there are some of those small bankrupt or nearly bankrupt lines which nobody would take at a gift; those lines that are paying no dividends, and those lines which barely cover their working expenses, would not be received into any system of amalgamation, because they would represent no commercial value whatever?—The traffic may represent a commercial value, although the line pays no dividend to the shareholders, because it may pay interest on its preference shares, or interest on its debts. Whether a line is valuable or not, it depends upon whether the traffic will pay for keeping the line in order and pay the working expenses, and if it does more than that it will be profitable for a company to buy it.

7635. (*Chairman.*) Do you see any danger attending further amalgamations without the check of competition?—Yes, a commercial monopoly would be created, and there would be no satisfactory check on fares for passengers or rates for goods. The towns would be very jealous of having their trade so largely dependent on a board composed often of merchants in another town.

7636. Do you think that the Irish lines could, with advantage, be amalgamated with the English companies?—I think that the Irish local traffic is so much greater than the through traffic that there would be very great jealousy if any large portion of the Irish lines were amalgamated with English companies.

7637. What effect is the present system likely to

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have on the extensions of railways in Ireland?—I believe that in the present state of the money market and the state in which it is likely to continue, it will put a stop to even legitimate extensions. I think there may be speculative extensions made for motives of competition with different lines, or from other objects which would be, in my opinion, injurious.

7638. You think that there are extensions which are legitimately required at present in Ireland?—I do not know whether any case might be made out of legitimate extension on the commercial principle, but owing to the discredit with which new lines are viewed now by the public, the difficulty in raising money would make it very hard to start any legitimate extension now.

7639. Do you ascribe much of the unprofitable condition of the Irish railways to the state of the country?—I do not; because I think that since the railways were made the country has been progressing in many respects very considerably. There was a temporary retrogression for three years, in 1860, 1861, and 1862, but since then the country has been improving again steadily. It is supposed by some persons that the state of the country is the cause of the unprofitable condition of the railways, but I may mention one or two facts: There have been about 1,900,000 acres of land reclaimed, which were reported unreclaimed in 1845, being more than one-half of what was reported by Sir Richard Griffith as then capable of reclamation, and there has been a very large amount of thorough drainage very successfully carried out.

7640. Do you take a hopeful view of the future prospects of railway traffic in Ireland?—I do; for I think that the really large questions to be looked at are how the different classes in the country are circumstanced that is to say, the landowners, the capitalists, and the labourers. The rent of land is rising, and the quantity of land under cultivation is increasing. The prices of the agricultural produce that forms the principal export to England are rising very rapidly and have been for a series of years, as for instance for cattle, butter, and other produce that are exported to England; therefore I think that the position of landlords is improving in that respect. Then with regard to capitalists, the amount of capital accumulated in Ireland has steadily increased for a number of years. It was ascertained by a return that was made two years ago that the quantity of deposits in the Joint Stock banks had increased from about five millions in 1841 to sixteen millions in 1859. It diminished for three years afterwards, but that was owing to temporary depression, and I have no doubt that the amount has gone on increasing since 1863. The principal manufacture in Ireland is the flax manufacture, and in that manufacture power looms have been extended to linen, and the number of power looms has increased from about 3,000 to 10,000 within the last few years. In the same way the number of woollen factories over the country has increased very considerably, and all those facts indicate that there is a great activity in whatever manufactures we have in the country, and therefore there has been no retrogression but a progress in that respect. With regard to the labouring classes their wages have increased upwards of 50 per cent. the wages are going on steadily increasing, and will go on increasing, and their education is improved to a very large extent. During the period from about 1844 up to 1862 wages have increased 50 per cent. and the education of the labouring classes has improved. Persons who were not educated before the national system was introduced are all dying out and a whole generation are growing up who are more extensively educated than perhaps is the case amongst the labouring classes in any country in the world. The amount of serious crime has diminished about one-third in ten years, and the conduct of the labouring classes, particularly with regard to crime connected with machinery, has improved. That is a matter which I had to examine specially last year, and it turned out that there

was almost a total absence of crime in connexion with any combinations or any opposition to the introduction of machinery. All these circumstances are very favourable, and I think that these are the lasting matters on which the traffic of the country depends, and if the different classes are increasing in wealth and there is a regular progress going on in the country, that is the lasting basis on which railways depend for payment.

7641. All those causes lead you to expect that railway traffic in Ireland will improve?—They do.

7642. As a matter of fact, the returns of this year are considerably better than the returns of last year, are they not?—Yes. There was a depression in the railways, in consequence of the three bad years which they had. It did not tell on the railways at once, because they had a profitable trade in what was evidence of suffering in the country, that is to say, they had a good trade in coals to supply the want of turf, and a good trade in importing foreign corn and Indian corn to supply the deficient harvest, so that they were really deriving benefit while the country was suffering. They were also benefited by the cattle being exported to pay the debts of the farmers; but when the people were better off the traffic in coal and corn diminished, and the cattle traffic diminished slightly also. The first year after the three bad years the farmers were paying their debts; the second year they were saving their money; and it is not until the present year that they began to get the full benefit of prosperity, and so the railways to get the benefit of it also. The three bad years were 1860, 1861, and 1862; then 1865 is the third year from that, and accordingly in the latter part of this year the traffic is increasing.

7643. What is your opinion of the effect of emigration on railway traffic?—I think that it has not affected the railway traffic, because it has been accompanied, and must necessarily be accompanied, in every case by a rise in wages, and the wages of the Irish population were so extremely low when they were numerous, that the former wages would scarcely admit of railway travelling by the poor at all. If the emigration were followed by a depression of the country, by a fall in wages, by a fall in profits, or by a fall in rent, then of course it would affect the traffic; but the railway development in Ireland has gone on ever since emigration began.

7644. Do you see any prospect of increased traffic in coals?—I do, for two reasons. The rise in wages for agricultural labour, I think, will go on faster in Ireland than it does in England. The tendency of Irish wages is to come up to the English level; because, by the great emigration to America and the great facilities for coming to England the tendency of their wages is to go up rapidly to the English level. Therefore, the rate of wages for making turf in Ireland will rise more than the rate of wages in the coal mines in England. Another reason is, that there is a great deal of land that has been drained and turned into pasture which has a turf soil, and farmers will be much slower to break up pasture now it is so valuable to make turf out of it than they were in former times.

7645. (Lord Stanley.) Has the coal traffic increased, and is it increasing?—It varies very much in different years. If a very dry year comes turf is cheaper than coal, but if a wet year comes the coal is cheaper than turf, so that unless you watch the statistics very closely for a series of years you would not have a correct view of the case; but the tendency generally is towards increase in the consumption of coal.

7646. (Chairman.) What remedy have you to suggest for the state of affairs that you have described, first as to bankrupt lines and lines where the works have stopped?—I think that where lines have become bankrupt, or where the works are stopped, Parliament should not give them extensions of time, or try to have them worked on the commercial principle. I do not think that such lines will succeed on the commercial principle. I think

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that those lines should be examined, and if the traffic would pay for the cost of completing them, supposing the money to be advanced at $3\frac{1}{2}$ per cent., then the Government might safely complete those lines. If the traffic will not pay for the cost of completing them at $3\frac{1}{2}$ per cent. then if the localities take such an interest in the matter as that they would guarantee any portion of the cost of either keeping the railways in repair or of making them, so as to reduce it to a profitable speculation for the Government to advance money at $3\frac{1}{2}$ per cent., then I think they might be completed and become public property.

7647. What would you do with respect to the money that has already been paid for them?—I would have the lines worked for about seven years, and if they realized any profit beyond what would pay the Government $3\frac{1}{2}$ per cent. on what they advanced on them, I would then give the value of that excess as compensation to the existing owners.

7648. You would have the Government take possession of all those lines that are either bankrupt or where the works are not proceeding?—Yes; but I wish it to be understood distinctly that I think the Government should only do it on the principle of the general taxes not losing. It is not a question of transference of burden but it is simply a question of management.

7649. (Mr. Ayrton.) By "general taxes" do you mean the national exchequer?—Yes. It is not a question of contribution from the general Government, but a question of management.

7650. (Chairman.) Do you think that they should be taken possession of by the Government without the consent of the shareholders?—If they became bankrupt, Parliament should not, I think, on their powers expiring, renew their powers. As long as any powers that they have exist they should not be taken possession of; but when their powers expire, as is often the case from their not making the line in time, instead of granting a new bill, and giving debentures to private parties, and giving preference shares to private parties that will take it up as a speculation, when it really has been a very doubtful speculation in the way that I refer to, the Government should then take possession of them.

7651. (Capt. Galton.) The lapse of powers would not make the line lapse at all; the company would still own what land it had purchased?—Yes; but I think that where companies are not able to carry out the undertaking with which they are intrusted by Parliament, Parliament should not continue their powers.

7652. But that was not made a condition under which Parliament gave the powers originally, that they were to lapse to the Crown if the company failed in carrying them out?—No, but the plan that I propose would not injure them in the least, because, from the Government purchasing at $3\frac{1}{2}$ per cent., while private parties would expect to realize at least 5 per cent., the nation would be giving them more than they could get from a private party.

7653. (Lord Stanley.) Does your proposal come to this, that the Government is to become the possessor of all the hopelessly bad lines, and that private proprietors are to retain all the good ones?—Not that the Government are to become the possessors of the lines, at least not on the present terms; that is to say, they are not to pay what has been expended upon them, but merely when a line will not succeed as a commercial speculation, instead of trying it with some new company, taking it up on preference shares, the line would be safer in the hands of the Government. And if any aid is to be given to the line by local taxation, as several counties have proposed, I believe that local taxation could not be brought in aid of the commercial principle. When it was tried at Galway by giving assistance to the Midland Great Western line, it worked unsatisfactorily. I believe that if the counties are anxious to have lines made, as the county of Kerry is stated to be, and to contribute a certain amount from the local taxation, it can only be wisely and prudently done where the line is

public property. You cannot mix local contributions with the private interests of a company.

7654. Do you mean by "local taxation" county taxation or the taxation of Ireland generally?—County taxation.

7655. Does it come to this, that if speculators have carried lines of railway through a county which cannot pay for keeping them up, you propose that the Government should take possession of them, and that the deficiency should be made up by taxing the population of that county whether they will or no?—No, certainly not; I merely said that the Government should only take up a line, if it would be a profitable speculation for them, at $3\frac{1}{2}$ per cent. on any Government advances, not otherwise.

7656. (Mr. Ayrton.) Do you mean if a county agrees to pay $3\frac{1}{2}$ per cent. on the capital?—No, not on the "capital expended;" what I mean is this, that if a line would pay at $3\frac{1}{2}$ per cent. on the Government advances necessary to complete it. The value of the line is what it is worth in the future, no matter what is spent upon it, if and it would pay to complete the line at $3\frac{1}{2}$ per cent., then the Government should complete it and take charge of it; but if it would not pay that the Government should not touch it at all, unless the locality interested guaranteed what would be equal to $3\frac{1}{2}$ per cent. on the sum they asked the Government to advance to complete the line.

7657. (Chairman.) Who is to be the judge as to whether it is likely to pay $3\frac{1}{2}$ per cent.?—The Government officers should inquire into that before they take it, and not take the line without local guarantee if there was any doubt about the advances being secure.

7658. (Capt. Galton.) If it would not pay $3\frac{1}{2}$ per cent. what would you do with it then?—The Government should not touch it unless the locality who were interested took it up, like the case of the Galway line, or the proposed Kerry line.

7659. Supposing the locality did not take it up, what then?—Then I would leave it to its fate.

7660. Would you leave it in the possession of the private shareholders?—Yes.

7661. And allow them to do what they like with it?—Yes; I would allow them to do what the law allows at present, I would not interfere with it at all, unless the line would pay $3\frac{1}{2}$ per cent. on the Government expenditure in completion.

7662. (Chairman.) How would you deal with the lines which only pay dividends to the preference shareholders?—I think that as the 21 years runs out on those lines (and it appears from the dates of the first Acts in the table I have given in that there are several of them very near the limit of 21 years, as fixed by the Act of 1844), the Government should take the lines, the traffic should be valued, and the lines purchased by the Government at $3\frac{1}{2}$ per cent.

7663. How would you deal with the lines that are paying no dividends to their ordinary shareholders?—As the 21 years run out, I would value their traffic, and purchase them at the same rate.

7664. (Mr. Hamilton.) What is this period which you have referred to?—The statutory period in the Act of 1844.

7665. (Chairman.) How would you deal with the lines which pay less than the rate of interest in the funds?—With regard to those companies, unless they were anxious to sell their lines, I would not interfere with them.

7666. With the remaining lines, those that pay above the interest in the funds, would you do anything?—Of course they are not wholly unsuccessful on the present system as commercial speculations; the commercial principle has not failed entirely with them, and there would be no occasion until the experiment of Government management had been fairly tried to interfere with them at all.

7667. You would have the Government purchase or take possession of the four first classes of lines; namely, those which are in a hopeless state of bankruptcy, those in which the works are stopped, those that pay no dividends to preference shareholders, and

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also those that pay no dividends to their ordinary shareholders?—Yes; and with reference to the fifth class, namely, those that are paying dividends less than the funds, if they were willing to sell them on the same terms as the other lines to the Government, their traffic should be valued, and the lines purchased, that they might have the option of selling, but it should not be compulsory.

7668. Supposing the Government had purchased any lines in the way you suggest, how would you propose that the traffic should be carried on?—I think that the traffic should be carried on by the Government entering into a contract with some of the existing solvent companies to keep the line in order, and to supply engines and carriages, and whatever was required at so much per train mile, but that the fares should all belong to the Government just as what is received for the post-office service belongs to the Government.

7669. How would extensions and new lines be made?—I think that all the lines that it would be really profitable to make on the commercial system in Ireland have been made; there may be one or two special bits, but in the main all the really profitable lines have been made, and I think that new lines should only be made like county roads, that is to say, the locality anxious to have them should offer to contribute a certain part of the expense or part of the maintenance of the way, or whatever was necessary to make the line really profitable, and then if the locality guaranteed what would make the line profitable in that way, the Government should advance the money to make it, and it should be public property.

7670. (*Mr. Hamilton.*) Then you consider that the Government should have the control of the rates?—Yes, in all cases. The Government should own the line and own the rates and tolls, and fix the rates.

7671. (*Chairman.*) Have you considered the effect which is likely to be produced by large reductions of fares?—I have no doubt, as a general proposition, that the tendency of very considerable reductions is to increase the traffic; at the same time I do not think that the traffic would be increased very rapidly; and I think that reductions of fares ought to be cautiously and tentatively tried, with a very careful consideration of the subject.

7672. Should you recommend that they should be reduced on any lines that are purchased by the Government without being reduced on all lines?—I think that the Government would be more likely to try successful experiments in the reduction of fares than commercial companies paying dividends from half-year to half-year, the directors of such companies being so much under the influence of the shareholders, who are alarmed at the slightest change in the dividend. I think that the post-office shows that a large reduction on a wide principle of calculation would be undertaken by the Government when private parties very often would not enter upon it, and that ultimately it would pay well, though temporarily it would not do so. I believe that it is only parties who have a very large and permanent interest in the railways, and the Government would be in that position, that would be likely to try the experiment to the full extent that would be desirable.

7673. (*Lord Stanley.*) You put it in this way, that the directors of companies being influenced by the shareholders, who are a fluctuating body, cannot afford to sacrifice and ought not to afford to sacrifice any present interest for a future gain?—They are very unlikely to do so. As a matter of fact the influence of the directors depends upon the dividends that they can declare.

7674. As a matter of fact a man who may be compelled by circumstances to sell out next year has fair ground of complaint if the company, in which he is a proprietor, has embarked money in that which, though it may bring them a considerable return at the end of 15 or 20 years, will in the meanwhile involve a loss?—Certainly; and I would mention that that is

particularly applicable to Irish lines, because as their dividends are below commercial interest their shareholders are more sensitive about the slightest difference of dividend than if they were making a very large profit. If a line is paying 10 per cent. or 9 per cent., or 7 per cent., as many English lines are, the directors are free to do very much what they please, because the shareholders are getting more than commercial interest for their money, and are not so sensitive about the fluctuations of dividends as where the shares are below par.

7675. (*Chairman.*) Have you formed any opinion as to the extent to which it would be advisable to make experiments in the reduction of fares?—I think the classes that it would be most desirable to make experiments on would be two classes, third-class passengers, and new branches of trade or manufacture. I believe that the greatest chance of any improvement is by increased accommodation and increased facilities of third-class passengers. I do not think it would have the effect to the full extent that the directors anticipate, of inducing second-class passengers to go by third-class carriages, because it would bring a poorer class into the third-class, which would prevent the second class going as much into third-class carriages as is anticipated. New branches of trade and manufacture might be encouraged by special reductions of fare for two or three years.

7676. (*Lord Stanley.*) Are you in favour of lowering the fare, so as to convey third-class passengers below the actual cost of conveyance?—No; that raises the question of making a present from one class of the community to another class, which is a most dangerous question to enter upon. I have thought of it as a successful speculation, like the penny postage, that if you carry for a lower fare, and make it pay by larger accommodations and larger arrangements, it is wise to do it; but if it does not pay it should not be done at all.

7677. (*Mr. Ayrton.*) Do you consider the interest on the capital in calculating the fare to be charged for the conveying of passengers?—I consider that the cost of conveying the passengers is simply the haulage and maintenance of the way. When once the line is made the mode of managing the line is wholly independent of what it has cost; it is simply what you pay for keeping the line in thorough working order, and what you pay for carrying the passengers; it does not depend in the least upon what the line cost. When once capital is laid out upon land it becomes a natural agent, and the way of managing a railway is like managing the rent of land, which does not depend upon the expenditure upon it.

7678. (*Capt. Galton.*) You mean that you would purchase the railway and get the maximum net receipt out of it when it is made?—Yes; and the way to do that is to calculate, not what you pay for your line, but the cost of working the train and keeping the line in perfect order, and the necessary establishment charges, and to see how for that cost you can work it so as to make the maximum out of it.

7679. And fixing such a charge as would induce the largest number of people to travel by it?—I think the more you accommodate people, and the larger the number that you induce to travel upon your line, the more it will pay, although it may lose for a year or two.

7680. According to your last suggestion if a line were to lose for a year or two you would not get the maximum net receipt out of it?—By the maximum I do not mean the maximum from day to day, or from half-year to half-year.

7681. You mean that it would pay the best in the long run?—Yes; that it would pay the best in the long run; that is the principle on which to manage it, to get the maximum net receipt. One advantage, however, that the public would get if the railways gradually belonged to the public is, that the public would not work with the sole purpose of profit. Provided it paid well they might reduce the fares, and not carry on the line with a view to realizing a large

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revenue out of the people who used it, as the private companies now do.

7682. If the public made the railways, they would have to arrange to procure a certain sum of money for making those railways, and they would have to pay a certain rate of interest upon that money,—would they not, somehow or other?—Yes.

7683. And if it is not paid by the receipts from the railways, it must be paid out of the general taxation of the country?—Yes.

7684. Do you mean that if the public made the railways they should charge a sum which would induce as many people as possible to travel without reference to paying the interest upon the money which had been advanced for making the railways?—If the Government advanced money to make or purchase the railways, the fares should be regulated so as to pay $3\frac{1}{2}$ per cent. on the money.

7685. (Mr. Ayrton.) My question was whether the interest on the cost of making the railway was, in your opinion, a part of the expense which was to be covered by the fare?—In the case of the Government making the railway, it is.

7686. Is it not so in the case of any body making the railway?—The expense involves two things. For instance, one of those lines that is paying no dividend on its shares now costs perhaps 500,000*l.*, and Government buy it, say for 100,000*l.* I believe that the fare should pay the interest, not on the 500,000*l.* which has been wasted, but on the 100,000*l.* which is *bonâ fide* paid.

7687. The 100,000*l.* would be the cost of the railway to the person who bought it, therefore when you say that the fare ought to be such as would pay the expenses, one would wish to know whether in the expenses you include the interest on the cost of the railway to the person who then owns it?—Yes, I include it on the cost of the railway to the Government.

7688. (Mr. Hamilton.) Do not you adhere to what you said a few minutes ago, that the object of management should be to get the greatest possible net receipts from the railway?—That was rather a theoretic answer. If a person is the private owner of a railway, the policy on which he should manage it to make the greatest profit out of it, would be to consider what it cost him to carry each bit of traffic, and how he can make a profit out of it. And he should not consider the amount of money that he had spent on making the line.

7689. The object of management is to get the largest amount of net receipts, is it not?—The object of private managers is.

7690. And it is not the same thing as endeavouring to carry the largest amount of passengers?—No.

7691. (Sir R. Hill.) But in fixing the fare with the view of obtaining the maximum of profit, it is not necessary, is it, to take into account the cost of the railway?—No.

7692. That may be utterly disregarded, may it not?—Yes.

7693. And ought to be disregarded?—Yes, in calculating the maximum of profit.

7694. What you mean I conceive to be this, that if the Government become the proprietors of the railways, with reference to the general advantage, then they would be in a different position from an ordinary proprietor who regulates the fares simply with a view to his own advantage, and that the Government might make reductions in the fares so long as the revenue derived therefrom covered the cost of working and the interest of the capital, even though those reductions should to a certain extent reduce the net profits.—Yes, and that is one reason that the Government can do what no private parties can do. The Act of 1844 was founded partly on that policy, because it limits the profits of railways to 10 per cent., and the object of that was to prevent their realizing the maximum profit that they might realize; and that limitation I think has led in a curious way to extraordinary amalgamations and ex-

tensions in England, because when the companies found that the profits on a certain bit of line ran up above 10 per cent., they thought it much more politic to extend than to have the Government tempted by their high dividends; whereas in Ireland, we have had no such motive to stimulate us to extensions.

7695. (Mr. Ayrton.) Do you speak of your own knowledge that any railway has been amalgamated from that motive?—No, that is theoretic merely.

7696. It is not a conclusion from facts but is rather a logical suggestion?—It is a political economy conclusion of the natural result of putting a limit.

7697. (Chairman.) Have you any opinion to offer to the Commissioners as to the connexion between the liability of railway companies, in case of accidents, and the reduction of fares?—I think it is important to point out that one impediment to the reduction of fares which operates with railway companies is the very unlimited nature of their liability in case of accident, and I think that operates very strongly, particularly with companies that are barely paying, or making only a small dividend, for an accident with heavy loss will sweep away their whole profits for the half year. I think that if persons wish to be insured in a certain reasonable amount there can be no objection to that. There ought to be a certain amount to secure the good conduct of the company, and to provide a moderate compensation; but, assuming that prudent people have their lives insured, if persons wish to be extra safe it would be politic to have an extra fare. I think that the present system creates a risk to the company far beyond what the public get the benefit of. I would separate the insurance beyond a moderate sum. I think there ought to be a certain sum for the first-class passengers, a smaller sum for the second, and a smaller sum for the third class, with special provision for injury during life which a life insurance would not cover. The limit should apply fully in case of death, beyond that, if a person wishes to set a great value upon his life he should make a special arrangement, just as when you send valuable goods by railway, you have to declare the value of them, and make special terms. That matter has to be considered in any project for reducing the railway fares, because you have one element in the calculation which is not allowed for in the insurance. You do not alter the insurance, it remains constant, whereas if you limit the liability in case of a railway accident, you enable the fare to be reduced. The risk of liability is one cause of railway companies in Ireland having been afraid to try experiments of low fares; they say, if we develop the traffic we may get into an accident, and one accident will sweep away an immensity of profit while we are trying the experiment.

7698. (Mr. Hamilton.) Have you ever made a calculation of the proportion which the total amount paid in compensation by a railway company in any year bears to the total amount of passenger receipts on the line?—In Ireland it is very small; it is not the amount in the aggregate but the risk. That is the very thing that I want to call attention to, that whilst it is very small in amount in the long run, it frightens the companies, because it may be immense; for instance, if they were carrying a committee of bank directors, or take the case of a train carrying the bar on circuit, the amount of compensation might be very large indeed; I mean that the accident might involve a very serious expense for compensation if some special class of persons were in the train.

7699. (Sir R. Hill.) That has in some instances materially affected the dividends of railways, has it not?—It has.

7700. (Lord Stanley.) Have you considered at all the amount of saving that might be effected by a general amalgamation of all the railways into one or two, or at most three great systems?—My own feeling is very strongly against it, if they are, when amalgamated, intrusted to companies. I think it would give infinite dissatisfaction if there were an attempt made to put all the railways in Ireland under one company. I think

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that the only safety in railways, on commercial management is competition, and when you put an end to competition you are only safe in the hand of the State.

7701. But do you think that you can have competition where a single line is carried through a tract of country which barely suffices to support that line, and which, therefore, would not support a second?—No, we have not competition. Those are the very lines which would fall into the hands of the Government on the plan I propose, and those that would not be purchased at first would be principally those that are subject to competition at present.

7702. You do not think that on the whole much would be gained by a general amalgamation?—I think that a very great deal would be gained by a general amalgamation in one sense; that is to say, I believe that if the whole traffic of the country were worked on one uniform plan like the Post Office, a very much larger sum could be made out of the traffic, and if you handed it all over to one company they would make a large sum out of it, but the public would be very much dissatisfied.

7703. Are you speaking of the dissatisfaction of those very numerous persons who, as we have had it in evidence here, are employed as directors and otherwise upon the number of small railways now existing in Ireland?—No; I am not speaking of personal interests in the matter. I mean that the different towns would be dissatisfied if they had to go to a railway company in Dublin to decide how their trade was to be carried on; and if they were to be at the mercy of one company to decide whether particular arrangements should be made or not. The peculiarity of Ireland is, that it does not admit of a profitable competition.

7704. (*Mr. Ayrton.*) There are very few competitive lines in Ireland, I believe?—There are a good many. There are, for instance, two lines from Dublin to Athlone, then to Londonderry there are two distinct lines, and now there are practically two lines to Limerick, and there will very soon be two lines to Waterford.

7705. (*Capt. Galton.*) How do you make the second line to Limerick?—Through Roscrea and Castle Connell.

7706. The Roscrea and Castle Connell line belongs to the Great Southern and Western, does it not?—Yes; I mean that there are two lines for part of the way, not for the whole of the way.

7707. (*Sir R. Hill.*) Is that competition permanent in any case?—No, it generally ends in a compromise.

7708. Speaking as a political economist should you say that competition can ever be useful where the number of competitors is necessarily very restricted?—Its effect is diminished very much.

7709. You propose that the Government should become the proprietors of certain insolvent or semi-insolvent lines; those lines are scattered all over Ireland, are they not?—Yes.

7710. Do you make that proposition with a view to their being managed by the Government?—I do it on the simple principle that the commercial system of working those lines has broken down, and I believe that the only other system is that they must belong either to the local or the general government, and as most lines run through several counties they would naturally fall to the general government and not to the local government like the county roads. I may state that my view is that the Government should in process of time own all the railways.

7711. Your proposal is that they should take those unsuccessful lines as a step towards becoming the proprietors of all the lines in Ireland?—Yes, ultimately.

7712. (*Mr. Ayrton.*) Do you mean that the Government is itself to work the railways with a board of administration, or directors, or in what manner?—That they should work the railways as the Post Office is worked; that is to say, that they should enter into a contract for the trains and for the keep-

ing of the line in order; and for every work that is necessary to be done, and that they should receive the fares or tolls in the same way as they receive the Post Office revenue.

7713. That they should appoint all the officers on the lines, and supervise their state of repair and efficiency?—They should appoint whatever number of officers was necessary to check the contracting companies, but the bulk of the employees would belong to the companies.

7714. Do you mean that they should lease the lines in whole or in sections to the companies to administer, or that they should direct the administration of the lines through officers appointed by the Crown?—No; I think that they should not lease them; they should enter into a contract for supplying the trains and for keeping the line in order, and the Government should receive the fares.

7715. Then the general administration would be by the Government?—Yes.

7716. Do you think that there would be any difficulty in giving to those officers appointed by the Government the power of fixing the fares at their pleasure, or do you think that it would be necessary for Parliament absolutely to fix the fares?—The fares of course would be fixed by a department subject to the control of Parliament; but there would be a very vigilant watch exercised against any abuse of power by the public and the contracting companies on the one hand, and on the other hand there would be such jealousy on the part of Parliament that any officers who managed the department so as not to pay would not long be retained in office.

7717. Then all the station masters, and the persons connected with the general administration of the company, would be officers of the Government?—No, only those who were necessary to receive the money and keep a check.

7718. Those who were necessary for the general management of the traffic would also have to be appointed by the Government?—Yes.

7719. (*Sir R. Hill.*) Do you think that under such an arrangement as that there would be the necessary vigilance to seek traffic and promote it in the highest degree?—I do. I think that the Post Office proves that.

7720. Would not it be a better arrangement for the Government to grant leases, so as to create individual interests in promoting the traffic of the lines?—I think that the commercial system has not shown itself successful except where there is a very large profit made by it.

7721. You appeal to the case of the Post Office; are you aware that in Ireland the Post Office is not self-supporting?—I am not aware of that fact.

7722. (*Capt. Galton.*) If the lines were possessed by the Government, would not it be of necessity that there should be a uniform rate of charge over the lines everywhere?—No, not necessarily so.

7723. Would not one district complain if they found that their goods were being charged a higher rate than another district?—I do not know that that would necessarily follow.

7724. Do not you think that political influence would be brought to bear upon the rates which were charged; supposing, for instance, that the charge from Dublin to Limerick were a larger charge per mile than the charge from Dublin to Belfast, between which places there is a ship competition, if the line were possessed by the Government would not influence be brought to bear to induce the Government to reduce the charge in the one case or the other?—I think that that could be met by arrangement.

7725. Still you admit that it would take place, and that there would be that private influence brought to bear?—If you laid down a fixed principle applying to all parties it would not.

7726. Do not the present rates for goods traffic on railways depend very much on the amount that the railway company can get, in consequence of competition by other ways; for instance, between Dublin

and Belfast there is a very active competition by ships?—Yes.

7727. Therefore the railway company cannot charge a higher rate per ton for goods which are to go from Dublin to Belfast than is charged by the ships which go there, whereas in going from Dublin to Galway the competition by ship would be much more difficult; or we will take Dublin to Athlone, in which there can be no ship competition, and probably the company would then charge as high a rate as Parliament had allowed them to charge; if the lines were worked by the Government would not it be necessary either for the Government to charge a higher rate between certain places than is probably now charged where competition exists, or else would they not have to reduce their charges over the whole country to a uniform rate, and that the lowest charge; would not that be the result?—The present system is not free from defects. For instance, some trades complain that the railway company will carry goods through Dublin from Liverpool to Sligo at a lower charge than they will make for carriage from Dublin to Sligo.

7728. Would not the result of the Government taking possession of the lines be that they must charge uniform rates?—I believe that the public would submit more patiently to any regulation made by Parliament with regard to the lines than they would to what exists at present. Their complaint I think is very well founded. A merchant at Dublin is carrying on his business there, and the railway company enters into a contract by which they carry goods through Dublin from Liverpool to Sligo cheaper than they charge him for carrying them from Dublin to Sligo. The company have the monopoly of the line given them by the Government, and the public are dissatisfied if a thing of that kind is done by a private party. I do not believe that local parties are able to force Parliament to do what is wrong. We have instances in Ireland where attempts of that kind have really ended unsuccessfully, and I believe that if Parliament laid down what would be found to be a just and fair principle they could carry it out, and the public would be satisfied with it; but if private companies do the business there is no appeal, and the dissatisfaction exists.

7729. You stated that you would recommend that the board which should have the management of those railways when under the Government should decide upon what should be the special fares in each case, subject to some general regulation by Parliament.

7730. You do not intend Parliament to legislate for every detailed fare which is to be charged?—No; I am merely suggesting; I have not gone into all the details of the plan. I merely state this proposition, that the existing system of commercial speculation has failed, and it is bringing discredit upon many men of good position. When I see men of property in the bankruptcy court as shareholders, when I see a most solvent company subscribing to bankrupt lines, and when I see the amount of discredit that is occasioned thereby, I merely tell you that the present system has failed and is failing, and will not succeed excepting in the most profitable districts. Therefore I say that you are driven by that to some system of state management, it is inevitable if you want the thing properly done. I have not considered all the minute details, but in proposing that the state should have the management of it, I do want the general Government to take it up instead of the local Government, because where lines run into different counties they can be best worked by the Government as part of a general system.

7731. You are of opinion that a monopoly in railways is not a safe arrangement for the public?—That is my opinion.

7732. Do you think that competition in railways is possible as a permanent arrangement?—No, and therefore I think that ultimately they ought all to belong to the State.

7733. (*Mr. Ayrton.*) Your whole proposal appears to be based upon the theory that if a line is not paying what is called commercial interest, it is not well administered by the directors;—is that theory based upon any investigation of the conduct of directors or is it to be considered merely as a speculative opinion?—I am not going into the question of the individual conduct of directors; I was asked to look into the matter, and I merely give that as a speculative opinion.

7734. It is not a conclusion drawn from an investigation of the conduct of directors in the administration of lines in the condition which you have mentioned, but it is a speculative opinion upon the possible operations of the human mind?—It is a speculative opinion, which has been stated by the House of Lords' committee, that where railways do not realize profits they will not be well administered.

7735. Your opinion is based upon the conclusion of the House of Lords' committee?—No; it is an entirely speculative opinion of my own, but I mentioned that their lordships formed their opinion from an examination into the conduct of lines in issuing debentures and exceeding their Parliamentary powers. The House of Lords' committee arrived at it from a careful investigation of certain matters, with regard to certain lines in England exceeding their statutory powers in borrowing money. I arrive at it from theoretical considerations, that if an undertaking is to succeed as a commercial speculation it should be commercially successful.

7736. You think that the theoretical opinion which is so often broached, that people who are well off are disposed to let well alone, and are not the most active, and that the most active people in society are those who are always trying to better themselves, is an erroneous opinion?—I think that it applies to individuals, but I do not think that it applies to public companies.

7737. (*Sir R. Hill.*) Would not the undue influence that might be brought upon the Government to reduce the fares be neutralized if Ireland were bound to make good any loss that might result?—I think that it is a very difficult question to contemplate the effects of undue political influence; I am speaking as a political economist; as to the management of those lines, it is very hard to speak of the effects of undue political influence, or how it is to be corrected; I believe that Parliament is powerful enough to prevent undue political influence.

7738. If the railways of Ireland belonged to the Government, then the Government might be exposed to improper influence on the part of the inhabitants of certain districts of Ireland to reduce the fares; that is what is apprehended; but would not this danger be guarded against if any loss that might result from such reduction were borne by the parties who lived in the district?—Ireland has not a majority in the Imperial Parliament.

7739. Never mind whether it would be right or wrong to throw the loss upon Ireland, but assuming that the loss were to be thrown upon Ireland, would not that neutralize any undue influence upon the Government to reduce the fares?—It very likely would have that effect.

7740. (*Mr. L. Gower.*) Do I rightly understand you to be of opinion that the shareholders would never consent to a present sacrifice with a view to an ultimate advantage?—No, not that they would never do so, but that the tendency of shareholders, where the lines are paying a very moderate rate of dividend, is to be adverse to speculations of that kind.

7741. I presume if they were convinced that the sacrifice would be repaid, there would not be that disinclination?—Then we have to take into consideration what Lord Stanley has pointed out, that the shareholders are a fluctuating body, and not a permanent body, and that the same motive that actuates a private individual, who is always the same, does not actuate bodies that fluctuate by shares saleable from day to day.

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7742. Are the railways kept in a good state of repair in Ireland?—The solvent lines are very well managed.

7743. In those instances, the expenditure which is incurred by keeping the line in repair is a present sacrifice with a view to ultimate advantage?—It is with a view to an immediate advantage, because if the line were out of repair, and they had to pay for accidents, there would be an immediate loss.

7744. Still a railway might be deteriorating without resulting immediately in accidents and present loss?—There is nothing which so soon involves the risk of immediate loss as letting a line get out of repair, because one accident would be a very immediate loss, and prudent companies look to that very closely, and I believe they keep the lines in very good order.

7745. You do not think that the shareholders are as good judges of what would ultimately be profitable to the line as the Government would be?—I think with regard to large and extensive changes, with more distant returns, the Government would be better fitted to judge than the individual shareholders.

7746. Although shareholders are too timid in your opinion with regard to experiments, would there be no danger of the Government being rash in their experiments?—I think that they would not be rash.

7747. Would they have the same motives for prudence in the experiments that they might make as a private individual would have?—I think that in the present day in Parliament there is no quality that has more importance attached to it than financial prudence. In the Government departments there is extreme vigilance exercised, and there is no branch of the Government proceedings that has more importance attached to it than the statement of the Chancellor of the Exchequer as to how the public affairs are managed, and there is the utmost economy endeavoured to be carried out in all the different departments. In former times, when finance was less considered or studied by the Government, they would not have been subjected to this vigilance; but in the present day, when the greatest amount of attention is paid to the subject of making the different departments the least expensive and the most profitable, I believe it could be done. If the commercial system had worked successfully in Ireland, and if there were no insolvent lines, I would not have suggested any change. Change is necessary, because of the present unsatisfactory state of affairs.

7748. Do you believe that the Government establishments in England are as prudently managed as private establishments?—I think that some of them are as prudently managed as some public companies' establishments.

7749. (*Mr. Hamilton.*) You have referred more than once to an opinion or conclusion arrived at in the House of Lords, what is it that you distinctly refer to?—It is the report of the committee of the House of Lords in July 1864, and it is quoted in *Hodges on Railways*, in the appendix to the last edition. It is the "Report of the select committee appointed to continue the inquiry commenced last session, and report as to what legislative measures are desirable for the purpose of restraining directors of railway companies from exceeding the limits fixed by their Acts of Parliament, and from evading those provisions of their Acts of Parliament which require that a certain portion of their authorized capital shall be subscribed and paid for before their borrowing powers can come into operation, and also to inquire and report what securities can be given to the holders of debentures as to the validity and legality of the issue of such bonds." In paragraph 7 of that report it says, "The committee see no reason why railway companies should continue altogether free from the adjusting process to which other trading companies are liable through proceedings in bankruptcy." Notwithstanding this recommendation there was an Act passed last session to prevent the Bankruptcy Act extending to Irish railway companies. "On the contrary, they are of opinion that

"the present practice by which the affairs of companies practically bankrupt are patched up by successive Acts of Parliament is injurious to the public, and too frequently of no real benefit to the shareholders. When a company pays little or no dividends on the original capital, the working expenses are often cut down injuriously, danger arises from insufficient service, and the risk of present loss attending any reduction of fares, even with the fairest expectation of future profit, is a bar to liberality of management. For the public advantage it is desirable that a railway should yield reasonable returns to those under whose control it is placed; and when a company becomes seriously embarrassed it is expedient that the concern should be transferred to others under whose management it may be efficiently conducted. The knowledge that such must be the result of mismanagement would probably have a most beneficial effect on the proceedings of directors, and subject the credit which they would be able to obtain to some useful restraint."

7750. I understand that that recommendation goes to this, that railways should be taken out of the hands of those who have proved themselves incompetent to manage them?—Yes.

7751. But it does not follow from that that the Government should take them up?—No, I did not quote it for that purpose; I quoted it for one part of the proposition, that the commercial system breaks down when there is not commercial profit.

7752. Then it only goes to the extent of recommending that the property should be taken out of the hands of those who have proved their incompetency to turn it to good account?—Yes.

7753. It does not go beyond that?—No, for they go on to say: "With the present facilities for forming companies, there would be no difficulty in finding purchasers under sound and just regulations to be provided in a public Act, whereby Parliament would be relieved from having to deal with a class of private bills which are very troublesome to settle, and are never of a satisfactory character."

7754. There is a principle now under discussion, namely, as to whether the Government should undertake the management of railways or not; do not you think that it would put it under great disadvantage that the Government should have to make its first experiment on this *corpus vile* of bankrupt railways?—No; I do not think so. I think that the public would be more satisfied with trying the experiment in a case of that kind than with breaking up or attempting to interfere with companies which are not wholly unsuccessful on the commercial principle.

7755. But you were obliged in a prior part of your evidence to guard yourself by saying that the Government must be guaranteed locally or otherwise against loss?—But the company would not be bankrupt in the hands of the Government; they are bankrupt now, but if the Government bought the railways at a price that the traffic would warrant, the undertaking into hands of the Government at that low price would not be bankrupt then.

7756. (*Sir R. Hill.*) You spoke of the railway revenue in Ireland for the present year as being larger than that of the previous year;—do you infer from that circumstance that the amount will now increase and continue to increase?—Yes.

7757. Is not the revenue of the present year enhanced by the circumstance of the exhibition in Dublin being open?—Yes, it is enhanced by that circumstance, but I do not think that it depends upon that alone.

7758. Are you able in any way to separate the revenue derived in consequence of the exhibition being opened from the ordinary revenue?—The materials that I have do not enable me to do so; my impression from what I heard was that that was part of the cause, no doubt, but that it was not dependent upon that. I have inquired into the matter, and I find that the goods traffic has increased, and that would not be affected by the exhibition.

7759. (*Chairman.*) As a matter of fact is there a large influx of people into Dublin from the provincial parts of Ireland and the towns in the provinces to visit the exhibition?—Yes, certainly.

7760. (*Sir R. Hill.*) You think that notwithstanding that circumstance the increase in the traffic is likely to continue?—I think so.

7761. (*Capt. Galton.*) You have stated that you would commence your experiment of the Government supervision of railways by taking those railways which were, as you say, bankrupt; that is to say, those which did not pay their preference shareholders, and those which did pay their ordinary shareholders, is that so?—Yes.

7762. On looking at the map, I observe, that of the railways you mentioned, the only one of any great extent seems to be the line which runs from London-derry through Enniskillen to Dundalk?—Yes.

7763. The other lines seem to be these: first, there is the Banbridge Junction; where is that?—That is the little bit of line from Banbridge to Scarva.

7764. Then there is the Cork and Bandon; and the Cork and Kinsale, which is a branch from the Cork and Bandon line; the Dublin and Meath; the Limerick and Castle Connell; the Limerick and Ennis; the Newry and Armagh; the Portadown, Dungannon, and Omagh; and the Waterford and Kilkenny; could not a number of those small lines which I have mentioned be advantageously worked in connexion with the Great Southern and Western Railway, and be amalgamated with it?—Some of them might be, no doubt.

7765. Would not that be much more advantageous for their working than for them to be taken possession of by the Government, and worked as separate schemes?—I think that they are very unlikely to be amalgamated. For instance, the Cork and Bandon line is in the hands of preference shareholders, and they think that they are safe enough, and they would not be very likely to sell the line; and all the real shareholders must be powerless in the matter, as it is in the hands of the preference shareholders.

7766. Do not you think that it would be a better arrangement for the Government, after it had obtained possession of those lines, to lease them to this large line, of which they form very appropriate branches?—What I recommend is, that the Government, instead of leasing those lines, in order to keep perfect control over the fares, so as to try any experiment or change that might be desirable, should contract with one of those existing large companies to work them, because the moment the Government lease them they deprive themselves of all control over the fares; but I think that those large companies should be employed to work them.

7767. Is not one of the reasons why railways do not amalgamate in Ireland, that almost all the railways are connected with special seaports, and each seaport has its own individual interests?—I think that that operates to some extent.

7768. For instance, especially in the lines to the north of Dublin?—No, it does not, I think, operate especially in the lines to the north of Dublin.

7769. Does not it operate with regard to Belfast and Newry and Dundalk?—No; I do not think that there is much rivalry as to the Ulster, Dublin and Drogheda, and Belfast Junction Railways. One of the reasons why those three lines do not amalgamate, I believe, is that the shares are at very different prices. For instance, the Dublin and Drogheda is 82 per cent., and the Dublin and Belfast Junction 68 per cent., and on the slightest mistake in amalgamating those two companies, or the slightest difference of value arising between them, one company would sacrifice its dividends. For instance, the one pays $4\frac{1}{2}$ per cent., and the other $3\frac{1}{2}$ per cent., and there are new lines being made, and they do not know the exact effect of them upon the traffic.

7770. Is it not the case that the directors of those several lines are each connected with the part to which the line runs?—No; the Dublin and Belfast Junction

line does not run from an inland district to any port, it is a line from Drogheda to Portadown; it runs parallel to all the ports. The line from Enniskillen to Dundalk runs to the port of Dundalk, and carries traffic going to England. The other line does not carry steamboat traffic at all, but traffic from Dublin to the north of Ireland. The lines that the steamboat interest is supposed to operate upon are the Waterford and Limerick, and the lines in connexion with it. The Great Southern Railway Company offered to amalgamate them, and they refused; and that arose partly, it is supposed, from the people in the port of Waterford and people in Limerick being afraid that all their traffic would be carried to Dublin.

7771. In the north, which you know best, do you consider that that reason does not operate at all?—Not between Dublin and Belfast. I believe that the interest of the different ports has led to a great deal of competition on the other northern lines. There is a great struggle between Belfast and Newry and Dundalk; and one effect of having companies worked upon the commercial principle is, that you cannot prevent their being very much influenced by those considerations.

7772. Is it not beneficial to the ports that they should be influenced by those considerations?—It leads very often to very unprofitable lines being made.

7773. Are not those unprofitable lines of advantage to the public?—I think not. I think that for a particular district if they have one good port of departure and one good line to it, it is all they want; and if there are two lines it is a very unsatisfactory state of things having lines that do not pay.

7774. If you have two lines to two ports you think that it is less advantageous to the public than having one good line and one good port?—On the present system of making railways with a view to profit it is very unsatisfactory, having a number of railways that do not pay.

7775. Is it unsatisfactory to the people who travel by them?—Yes, because the lines are not well worked.

7776. Is it not more satisfactory to people who travel to have a line which does not pay than to have no line at all?—I think that it would be better to have one line that paid rather than to have two lines that did not pay well.

7777. (*Mr. Ayrton.*) The two lines do not go side by side; they go through different districts, do they not?—Yes. If a line is made on the commercial principle, taking, for example, that very line from Dungannon to Omagh, it benefits that district slightly; but the main object of making that line was to get the Derry traffic and the traffic of a certain portion of that district of country for the Ulster line.

7778. (*Capt. Galton.*) It is more beneficial, is it not, for the public that they should have a line from Omagh through Portadown, to Belfast, and the line through Enniskillen to Dundalk, than that they should have only one of those lines, even though the line does not pay?—When they do not pay, then you get into bad management.

7779. (*Mr. Ayrton.*) They need not use the lines, therefore they would be exactly in the same position?—But that discourages railway enterprise generally, because no line is safe from a competing line being made which will destroy the profit of its traffic. There was a great contest about making the Drogheda line, whether it should go to Navan, or go by Drogheda; it was decided to go by Drogheda, and after the Drogheda line was paying a very fair dividend for several years, the Meath line was afterwards made against the first decision, and the making of it took about 1 per cent. off the Drogheda dividend.

7780. (*Capt. Galton.*) Still it is more beneficial

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to the public living on the line, that the Meath line should be made, although it diminished the profits of the Drogheda company?—I think when a railway is made on the commercial principle, and it does not pay, its being made is an injury.

The witness withdrew.

Adjourned to Friday at half-past eleven o'clock.

Friday, 10th November 1865.

PRESENT :

J. A. ROEBUCK, Esq., M.P.
SIR ROWLAND HILL, K.C.B., F.R.S.

CAPT. DOUGLAS GALTON, R.E., C.B., F.R.S.
WILLIAM POLE, Esq., F.R.S., *Secretary*.

THE RIGHT HON. LORD STANLEY, M.P., F.R.S., IN THE CHAIR.

[*There not being a quorum present, the following evidence was taken provisionally; it was accepted at the next official meeting of the Commission.*]

EDWARD JOHN COTTON, Esq., examined.

E. J. Cotton,
Esq.

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7783. (*Chairman.*) You are connected with one of the Irish railway companies, I believe?—I am manager of the Belfast and Northern Counties Railway, which runs from Belfast to Portrush, Cookstown, and Carrickfergus.

7784. Has that company become connected with the Derry and Coleraine line?—We work that line at a mileage rate.

7785. I understand that you are here in order to give a contradiction to certain statements that were made in some former evidence which we have taken?—Yes.

7786. Have you seen the evidence of Mr. Roe?—I have.

7787. I think that the general purport of that evidence is, that upon the Derry and Coleraine line a very low rate of fares was adopted for a time; that at that low rate the line paid well, and there was a great increase of traffic; and that subsequently, when the line passed into the hands of the Belfast Company, that system was abandoned, and there was a return to the old rate of fares?—The tendency altogether of Mr. Roe's evidence, it is quite clear, is to lead the Commission to believe that the Belfast and Northern Counties Company upon taking up the line increased the fares, and that he, during the time of his lease, was charging some very low fares; indeed, I wish to state that when the line was handed over to us, all the fares and rates remained exactly as they were in Mr. Roe's time; the station-masters had no new instructions given to them, and the fares continued the same from the 10th of April 1861, which was the date that we took up the line, until the 1st of December 1863. The Northern Counties Company at that time increased their fares throughout their whole system 5 per cent. This also applied to the Derry and Coleraine line, and this is the only advance that has been made between the time of our taking up the line in 1861 and the present moment; but, as I stated before, for more than two years no deviation whatever was made; the only deviation now is an odd penny here and there. I beg to hand in a statement showing what the fares were in Mr. Roe's time as they were handed over to us, and as they continued up to the 1st of December 1863, and what we now charge.

The same was delivered in. Vide Appendix BB.

7788. Are the Commission to understand you to state that in no case has the increase exceeded 5 per cent. upon the rate of fares that prevailed in Mr. Roe's time?—No; that was the advance that was made throughout the whole line; but Mr. Roe would lead you to believe that immediately upon taking up the line we raised the fares from $\frac{1}{2}d.$, $\frac{3}{4}d.$, and $1d.$ per mile to $1d.$, $1\frac{1}{2}d.$, and $2d.$ per mile. I infer that from his evidence. He states, in answer to Questions 5740 and 5741, that he reduced the fares from $2d.$, $1\frac{1}{2}d.$, and $1d.$ to $1d.$, $\frac{3}{4}d.$, and $\frac{1}{2}d.$ per mile. This I state to be positively untrue. I will read to the Commissioners a statement made by Mr. Garrett, who was the ticket clerk in Derry and is a nephew of

7781. (*Sir R. Hill.*) The shareholders on the line are a part of the public?—Yes.

7782. Must not their interests be taken into account as well as those of the residents upon the line?—Yes, certainly.

Mr. Roe, and another statement made by Mr. Hamilton, the station-master at Newton Limavady, a very intelligent man indeed, and you will find by those statements that no alteration was made. Mr. Garrett says:—"I beg to say that I was better than a year at Derry station, while the Londonderry and Coleraine Railway was worked by Mr. Roe, during which time the ordinary passenger fares were quite the same as the succeeding year that I was there under the company's management; nor were there any labourers' tickets issued at reduced rates; the summer excursion arrangements were alike both years to the best of my knowledge." I wish to state that, with regard to the summer excursion arrangements, Mr. Roe had an arrangement for issuing very low fares from Derry and Newton Limavady to a place called Castlerock, a small seaside place, on two days in the week and on Sundays. When the Northern Counties Company took up the line, they carried on the very same fares, but they issued those tickets every day in the week, not only the two days on which Mr. Roe had issued them, but on every day in the week, and they also issued tickets at very low fares to Portrush, which is a more important watering-place in the neighbourhood. In fact, I have never heard any person on the line state that we have reduced the facilities in any way. I have heard many say how much better the line is worked, and how much better it is managed by the Northern Counties Company as compared with Mr. Roe's management, but I have never in any case heard the remark that Mr. Roe managed the line better or gave more facilities than the Northern Counties Company.

7789. Mr. Roe speaks in his evidence as having given special facilities to fourth-class passengers; that is to say, to harvestmen and others going in search of employment. Are those facilities continued?—He gave us no particulars of any such arrangement being made, nor can we find that any such arrangement ever existed on the line. With regard to that part of his evidence, I will read to the Commissioners the statement of Mr. Hamilton, the station-master at Newton Limavady, in one part of which he refers to this very subject. He says,—“Referring to the evidence of Mr. Roe as to the management of the Derry and Coleraine Railway, I beg to state that the same rates and fares were continued under your management from April 1861 until December 1863, which Mr. Roe speaks of as having increased the receipts on the line; with this exception in your favour, that you gave cheaper fares and greater facilities to excursionists, &c. during the summer months. II. I am not aware of any tickets ever being issued at $1\frac{1}{2}d.$ per day to labourers, nor of any extra facilities being granted them beyond this, that during spring or harvest, companies of labourers were granted return tickets at single fares, from station to station, but only upon special application; nor were labourers in the habit of going to any station from this, but Broughter and Newtown Junction, the ordi-

"nary single fares to which being 2d. and 3d. respectively; the total amount of traffic for these tickets not being 10l. per annum. III. In Mr. Roe's time fewer passenger carriages were in each train than have been since, which may account for the trains not appearing so full. Passengers now have proper accommodation; then they had often to go in cattle and goods waggons, when there was any over a limited number; and while some parties may grumble at the small increase in fares, not one in twenty of those who travel would wish to come back to the old system of slow trains and bad accommodation. IV. The rates for coal, grain, &c. are the same as Mr. Roe charged, any increase being in cartage at Derry. V. I state positively that any decrease which has taken place cannot be attributed to increase of fares or change of management, but to the depression in the markets for agricultural produce during the last three years, upon which produce the Derry and Coleraine line is wholly dependent. Your obedient servant, "D. HAMILTON." I may state that there are no labourers travelling about the line. I do not know whether your Lordship knows the line at all; but the district is not very largely populated, and there are no people travelling about in that way.

7790. Is there any other part of Mr. Roe's evidence concerning the line with which you are connected on which you desire to offer remarks?—I wish to hand in a time table of Mr. Roe's for January 1861, and also a time table of our company for this month, (*delivering in the same*) just to draw the Commissioners' attention to the fact that in Mr. Roe's time only first-class and second-class tickets were issued by some of the trains, whereas throughout the whole of the Northern Counties system we issue first, second, and third class tickets by all trains. I would also state that on the 1st of October 1862 the Northern Counties Board decided to issue third, second, and third class return tickets by all the trains. We had previously issued them on the Carrickfergus shore line, but had not carried it out throughout the whole system. We commenced to issue third-class return tickets on the 3rd of April 1859, and issued them throughout the whole Northern Counties system.

7791. That was in Mr. Roe's time?—Yes. At that time the line from Ballymena to Portrush belonged to Mr. Dargan; we have since purchased the line from him, but he fell into our view at once, and agreed to issue third-class return tickets in connexion with us with all our stations. I had a good deal of correspondence with Mr. Roe on the subject, and it was not until the 1st of May 1860 that we induced Mr. Roe to issue in connexion with us the third-class return tickets. With regard to goods, I may state that no advances have been made in the goods rates. In some cases we have made reductions to secure the traffic, and some slight adjustments have been made. I may mention that Mr. Roe carried grain from Newton Limavady to Derry at 120lbs. to the cwt., and charged 3s. per ton. This was contrary to our arrangement, and contrary to every railway arrangement, to carry at 120lbs. to the cwt.; we arranged with the parties to carry 112 lbs. to the cwt., and charged 2s. 9d. per ton, so that we gave them rather more than the allowance, and they were quite satisfied with the arrangement. The rates may have seemed raised to Mr. Roe, if he has got hold of any of the rates upon the line, because since the Derry Bridge was opened we have included the cartage at Londonderry, but in reality we have only added the cartage, we have not increased the rates. Mr. Roe mentions the Londonderry and Fleetwood rates as being lower in proportion than the local rates. Clearly they are, but then the Derry and Fleetwood rates have not been altered since Mr. Roe's time. The arrangement was made when he was there, and we have extended the system a good deal. We book now in connexion with the principal towns in England, but in most cases we get pretty nearly our local rate from Derry to Belfast. I may

say that we carry at low rates from Derry to Belfast, because we have competition by steam-boat, which has the effect, of course, of keeping down the rates; but we get in the case of the cross-channel traffic, in most cases, quite as much as our local rates. Mr. Roe comments upon our having no interest whatever in the Derry and Coleraine line now, inasmuch as we work it at a mileage rate. I would explain this, that since the 10th of April this year we have been working the line at a mileage rate. Previously we had a lease at 10,000l. per annum; but we found that we were losing money by that arrangement, and we offered to work the line at a per-centage, but the Derry and Coleraine Company preferred making an arrangement with us at so much per train mile for a stipulated number of carriages per passenger train, and for a stipulated number of waggons per goods train. I contend that we are interested in the traffic, because the heavier the traffic becomes the more trains we shall have to run, and the better it will pay us, and the more mileage we have the better it will pay us. A good deal of the traffic on the Derry and Coleraine line is in connexion with the Belfast and Northern Counties, and therefore we are in another way interested in securing the traffic to the line. I may say that our principal object in keeping a connexion with the Derry and Coleraine line is to keep up a proper system with our own company, which works from Belfast to Coleraine. When Mr. Roe had the management of the line there were three companies from Belfast to Londonderry. This did not work very well, and we then purchased from Mr. Dargan the line from Ballymena to Portrush, and we thought it advisable to lease the line from Coleraine to Derry, and since then I need hardly say that the trains have kept better time and been worked with more regularity than they were under the three managements. Sometimes one company would not wait for the other, and the trains were very often late on the Derry and Coleraine line, for Mr. Roe did his utmost to get all the traffic he could, and he did not object to stop at a great number of very small places which the Northern Counties Company thought it inadvisable to continue. I may say that I am very much in favour of systems like the lines from Belfast to Derry and Belfast to Dublin being worked under one management. I think that they are worked far better and far more economically. There are now three lines from Belfast to Dublin, but I think they would be worked far better if it was only one system.

7792. (*Sir R. Hill.*) You mean that there is one line under three companies, not that there are three independent lines from Dublin to Belfast, but that it is one line divided into three portions?—No, there are three separate companies.

7793. (*Mr. Roebuck.*) Are there three lines of railway from Dublin to Belfast?—No, only one line, but there are three companies.

7794. (*Chairman.*) Is there any other point in connexion with Mr. Roe's evidence which you wish to notice?—Mr. Roe attributes the reduction of the receipts to our advance of the fares and rates. I deny altogether that those fares and rates have been advanced; but I think it is as well perhaps for me to explain that we have had two or three very bad years in Ireland, particularly in the agricultural parts of Ireland; and in addition to that, very soon after we took up the lease of the Derry and Coleraine line a new line was opened, the Dungannon and Omagh, making a second line from Londonderry to Belfast. We used to get a large traffic from Strabane and Omagh in pork and flax, and we also got a good many passengers from that district as far down as Enniskillen. We lost all that upon the opening of the Dungannon and Omagh line; and in addition to that we have been obliged, to avoid opposition, to make an arrangement with the other companies to give them a proportion of the traffic, and of course that has tended to reduce the receipts. This year the traffic has a good deal improved, and the receipts upon

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the Derry and Coleraine line for the year 1865 are considerably more than they were. On the Northern Counties, for instance, we are at this moment up very nearly 10,000*l.* on the 10 months as compared with last year. The north of Ireland is in a very prosperous state at present. In Belfast the people are, I believe, coining money; never were they in so prosperous a state, and we are reaping the benefits of their prosperity. I will hand in a statement which shows the receipts on the Derry and Coleraine line from 1860 to the present time. I give the year before Mr. Roe left and the four or nearly five subsequent years.

7795. (*Sir R. Hill.*) Will you tell us what the receipts were in each year?—In 1860 the total receipts, which include the cartage in Londonderry, were 17,959*l.* 5*s.* 6*d.*

7796. Do these receipts include goods as well as passengers?—Yes, they include goods, passengers, and mails. We have made up the year ending the 3rd of November 1865, and the receipts are 17,274*l.* 17*s.* 6*d.* Also during that year we have had to pay considerably to the other companies, besides losing a very large traffic from the opening of the Dunganon and Omagh line.

7797. (*Capt. Galton.*) The sum you have mentioned is the total receipts?—Yes.

7798. (*Sir R. Hill.*) The total receipts after deducting the payments of which you speak?—Yes, after deducting those payments. The first year that we had the line our receipts were more than they were the last year that Mr. Roe had the line. Our receipts for the first year were 18,552*l.* Perhaps I had better state the receipts of each year, beginning with 1860. In 1860 they were 17,959*l.* 5*s.* 6*d.*

7799. At that time Mr. Roe had the line?—Yes, in 1861 the greater portion of the time we had the line, and the receipts were 18,552*l.* 14*s.* 8*d.* In 1862 we were beginning to feel the opposition a little, and the receipts were 18,369*l.* 8*s.* 6*d.* In 1863 which was a very bad year, we had no corn moving, and no potatoes being shipped, which seriously affected the Derry and Coleraine line, and the receipts went down to 17,791*l.*, which was not a very large decrease, but still it was a falling off. In 1864 the receipts were 16,206*l.* 7*s.* 1*d.* In that year we felt more severely the effects of the opening of the opposition line, and we paid to the other companies nearly 600*l.*

7800. Which 600*l.* is deducted?—Yes; everything is deducted.

7801. (*Capt. Galton.*) In what way did you pay it; was it as a share of the traffic?—The arrangement is this: that we put our traffic and their traffic into a common fund, and we give them a proportion of it in order to avoid opposition. I may say that we give them a proportion which is considerably more than they carry.

7802. And the result is that you carry a greater amount of traffic?—Yes, we carry nearly the whole of the traffic, and have to pay them over the net receipt.

7803. (*Sir R. Hill.*) Is it divided equally?—No, they get less than half of the receipts.

7804. You have such accounts as will show that you paid to the company 600*l.* out of your proper traffic?—Yes.

7805. (*Capt. Galton.*) Is it a proportion of the Londonderry traffic?—The 600*l.* is the Londonderry and Coleraine proportion of the whole amount.

7806. I mean, is the traffic that you divide Londonderry traffic?—Yes, the Londonderry and Belfast traffic; all traffic passing through Belfast; all traffic coming into England and Scotland from Londonderry; simply Londonderry traffic.

7807. I think you stated that this year, 1865, you have already received 17,274*l.*, as compared with 16,206*l.* last year?—Yes, about that.

7808. (*Sir R. Hill.*) I understood you to say that that was for the year ending at this time?—Yes, for the year ending the 3rd November 1865 we received

17,274*l.*; that was for the year beginning the 3rd November 1864.

7809. (*Capt. Galton.*) Are the receipts which you have been giving us all for the years ending the 3rd November?—No; the previous years are for the years ending the 31st December.

7810. Which would correspond, would they not, with the Board of Trade returns?—Yes, they should do so. I think it is very likely that in the Board of Trade returns they have deducted the Derry cartage. I have included that in this instance, because we could not arrive at what Mr. Roe's cartage was, and we thought that it was only fair to include the Derry cartage for that one year, as it was included in his statement. I also see by Mr. Roe's evidence, what we never heard of before, namely, that he includes profit on the coal traffic that he carried on the line. He not only includes the rates that he charged for the carriage of this coal, but, as I read it, he stated in his evidence that he included the profit which he made upon the sale of those coals. He never stated this to the Northern Counties Railway Company, and I may say that it was upon his figures altogether that they relied in taking up the lease of the line at 10,000*l.* a year. We also gave Mr. Roe an amount for giving up his lease.

7811. (*Sir R. Hill.*) Are you sure that Mr. Roe includes the profit on the coals?—I merely take his own words in answer to question 5877.

7812. In that question he was asked, "You were a coal dealer?" to which he replied, "I imported the coal, and gave a commission to the station-master to dispose of it. I charged the regular reduced rate over the line, and gave the line credit for it in the receipts." There is nothing there about profit from coals?—I read it in that way. I understood it to mean that he gave the line credit for the coal profit.

7813. You are aware now that that is a mistake?—Yes, I will take it so. I only saw this part of the evidence this morning.

7814. (*Capt. Galton.*) Will you explain about the Derry cartage. You included the Derry cartage, but now there is no charge for cartage. Is that because the bridge now connects the railways together at Londonderry?—No, the bridge makes it a further distance from our station into Londonderry.

7815. Is there no railway bridge?—No, there is no railway bridge at present; there will be a tramway underneath, and all traffic has now to be carted across the bridge over into the town of Derry. We are on the opposite side of the water.

7816. Any traffic going on by the other railway has a break in its communication?—Yes.

7817. (*Sir R. Hill.*) And that cartage you included in the receipts?—Yes, it was included by Mr. Roe. We would not have included it, but we thought, for the sake of comparison, it would be necessary to include it.

7818. Does it appear in Mr. Roe's evidence that it is included?—We have his books, and we know that everything was included. Mr. Roe publishes at the end of his evidence a statement of the traffic, where I see he also states that, during the year 1860, the first-class fare is 1½*d.* per mile, the second-class 1*d.*, and the third-class ½*d.* and a fraction, and in some portion of his evidence he states that he had only tried it for six months, but I can assure you that he never tried it at all, or, at least, I never heard of it, and he never gave us the information. He handed us over the fares when we took up the line, and those fares were acted upon up to the 1st of November 1863, when this small advance that I have mentioned was made.

7819. Will you state to the Commissioners what the fares were that he handed over to you; first, what was the charge for first-class passengers?—The first-class fare from Derry to Coleraine was 5*s.* 6*d.*, that is exactly 2*d.* per mile.

7820. And you say that he had always charged 2*d.* before you took the line?—Yes. I not only state

that that is so, but I corroborate it by a letter from the booking clerk in Derry, who was there some time before Mr. Roe left, and also from the station master of Newton Limavady, who has been there for some years.

7821. What was the charge for second-class passengers?—4s. for 33 miles, that is just about $1\frac{1}{2}d.$ per mile.

7822. Instead of $1d.$, as stated by Mr. Roe?—Yes, instead of $1d.$, as stated by Mr. Roe; and the third class was 2s. 8d. for 33 miles, or nearly $1d.$ per mile; it is now exactly $1d.$ per mile.

7823. Are we to understand that you directly contradict the statement which Mr. Roe made?—I do, most positively.

7824. (*Chairman.*) Have you formed any decided opinion as to the possibility of developing Irish traffic largely by greatly lowering the rates?—My impression is most positively that the Irish traffic is fully developed at present.

7825. Do the railroads take all that there is?—I do not say that if you were to reduce the fares one half you would not increase the number of people that travel. I think you would, but I feel quite certain that you would diminish the amount of receipts. I am speaking now generally of business lines. I am not speaking particularly of any short pleasure line. My impression is, that for a short pleasure line you cannot have the fares too low. In our system, during the summer time, we issue tickets at very low fares indeed to our watering-places. We take people to Portrush very often at $\frac{1}{2}d.$ per mile, and all our arrangements are very low in regard to anything in the shape of excursion traffic. We also issue from a great number of our stations market tickets at single fares, particularly for short distances; we had found that the people used, four or five, to club together and get one car, and it was necessary for us to meet that, and I introduced the system of market tickets upon the line, and I think that they have been advantageous to the company. Mr. Roe mentioned something about market tickets, but I cannot find that he ever had anything of the kind. We issue some now on the Derry and Coleraine line, which he had not when he was there; but generally on business lines, my impression is, that the present fares are considered very fair. I have heard very few complaints in the north of Ireland as to the present fares.

7826. (*Sir R. Hill.*) Will you state to the Commissioners what your present fares are?—Our fares are about $2d.$, $1\frac{1}{2}d.$, and $1d.$ per mile, some of the first class and second class are a trifle more, about 5 per cent. more in some cases, but the third-class fares are generally under $1d.$ For instance, the third-class passengers from Belfast to Ballymena form a very considerable portion of our traffic, and we carry them that distance, 33 miles, for 2s. 6d., and give them third-class return tickets at a fare and a half.

7827. (*Capt. Galton.*) Is not that a high charge for the labouring people in that part of the country compared with the rate of wages?—The actual labouring class who get 8s. or 9s. a week cannot afford to pay anything; they are working all their time, and they cannot afford to travel.

7828. But in this country the labouring classes travel, though in many parts of the country they do not get above 8s. or 9s. or 10s. a week?—They certainly travel very little in Ireland; they have very little to spare when they have paid for their living and the support of their families. The wages, in the north of Ireland particularly, are very much advancing, and I believe they will very soon get up pretty nearly to what they are in England, and then very likely they will travel more.

7829. (*Sir R. Hill.*) You gave us the total charge that was made between Derry and Coleraine during the time that Mr. Roe had the lease of the line, are the present charges made by your company the same?—No; I explained that they are 5 per cent. higher. They were the same up to the 1st of December 1863, but since that period the first-class single fare from

Derry to Coleraine, which is a distance of 35 miles, is 5s. 9d.

7830. What was it under Mr. Roe?—5s. 6d.

7831. It was raised from 5s. 6d. to 5s. 9d.?—Yes.

7832. Then as to the second class?—It has been raised from 4s. to 4s. 2d.

7833. And the third class?—It was raised from 2s. 8d. to 2s. 9d.

7834. (*Mr. Roebuck.*) What was the immediate consequence of that rise?—I believe most positively that the railway company have made the whole of the 5 per cent. that they put on the fares.

7835. Was that in consequence of your raising them 5 per cent., or in consequence partly of the improved condition of the people?—There is no doubt about this, that the increased receipts have been to some extent from the improved condition of the people, because our increase is considerably more than the 5 per cent.; but my impression is this, that a small advance of 5 per cent. would not stop any person from travelling. If we had advanced the fares considerably, then I think it would have affected the receipts very much.

7836. Supposing that you had not made an advance of 5 per cent. upon your traffic rates for passengers, and taking into consideration the improved condition of the country, would not you, without that raising of the 5 per cent., have obtained the same quantity of money?—I think not. I think we have made the 5 per cent.

7837. (*Sir R. Hill.*) You think that the advance of 5 per cent. did not in any degree check the traffic?—No; I should state that we did not advance this 5 per cent. on the short stations out of Belfast; it might have affected the short distances where there was a large traffic, but we only carried it out upon the longer distances. My impression is that we have received the whole of that 5 per cent. extra.

7838. If an advance of 5 per cent. did not check the traffic, would another advance of 5 per cent. check it, do you think?—Some years ago the Great Southern and Western Company added 10 per cent. to their passenger fares, which at that time were very similar to ours, I think, $2d.$, $1\frac{1}{2}d.$, and $1d.$, they added 10 per cent. to their receipts, and I always understood that they considered that they made the 10 per cent.

7839. Do you think that a third addition of 5 per cent. would not check the traffic?—I think that any advance requires to be done cautiously, and with a great deal of consideration. I gave the matter very considerable attention before I advised the directors to put 5 per cent. on the fares, and it was then done cautiously, and we made some exceptions.

7840. (*Capt. Galton.*) You think that a slight rise of 5 per cent. at a time by steps would have no effect in decreasing the traffic?—I do not say that. You may get up to a very large fare.

7841. On the first of December 1863 you raised the passenger fare 5 per cent.?—Yes.

7842. Then there is no comparison to be instituted from the Board of Trade returns?—No. I have a statement here of the receipts of the Northern Counties Company, and I can give you the figures.

7843. You raised the fares in November 1863, then the year 1863 and the year 1864 will afford a fair comparison of the results of the rise of the fares?—Yes, and I can give you 1865 also.

The same was delivered in. Vide Appendix.

7844. It appears from the Board of Trade returns that the number of passengers on the Londonderry and Coleraine line for the year 1863, when you had the lower fares, were 153,963?—I have not got an account of the number of the passengers. I have only got the money receipts.

7845. By the Board of Trade returns it appears that in 1863 there were 153,963 passengers, and that in the year 1864, after you made this rise, there were 148,000 and upwards, being a decrease of 5,000 passengers; but that in the money receipts the total

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receipts from passengers of all classes in the Derry and Coleraine line were 9,379*l.*?—My statement gives 9,817*l.* 6*s.* 5*d.* for 1863.

7846. The Board of Trade return for the year 1864 gives 9,083*l.*, therefore there is a falling off both in the number of passengers and in the receipts from passengers in the first year after the rise of the fares?—Yes; but in 1864 we had to pay a considerable sum to the Omagh route, which we had not done in 1863.

7847. But that would not affect the number?—No; it would not affect the number, but it affects the amount.

7848. To what extent does it affect the amount?—About 300*l.* My statement is this, that in 1863 the receipts were 9,817*l.* 6*s.* 5*d.*, and in 1864 they were 9,507*l.* 0*s.* 7*d.* I do not know whether some deductions may have been made in that amount, but this is the actual traffic as given to me by our audit superintendent.

7849. On referring to the Board of Trade returns, which divide them according to the different classes, we find that of the first class, in the year 1863, there were 19,872, as compared with 18,800 and some odd in 1864; of the second class there were about an equal number, namely, 29,000 and a few hundreds in the two years; and of the third class there were, in 1863, 104,530 as compared with 99,500 and odd in 1864. Therefore in the third-class passengers there was a falling off of about 5,000?—I can account for that pretty nearly in this way; that in 1864 a line was opened from Londonderry to Lough Swilly, and a large number of those excursion passengers who used to go to Castlerock went to Lough Swilly the first year that that line was opened. I think we did not lose so many this year. People are gradually getting back to the old place, but Lough Swilly being a new place of attraction, they went there. The number appears very large, but the money would not appear so large, because the fares were very low.

7850. The receipts from the third-class passengers were 4,345*l.* in 1863, and 4,100*l.* in 1864?—Yes; and I think that that would be accounted for to some extent by the allowance for the other routes, and the falling off owing to the number of passengers going to Lough Swilly instead of Castlerock and Portrush.

7851. (*Sir R. Hill.*) With those disturbing causes in operation, are you enabled to say that that advance of 5 per cent. on the fares did not injure the traffic, and that the actual falling off was not owing to the advance in the fares?—I think that is shown by this fact, that in the year ending November 1865 we have received 9,820*l.*

7852. (*Capt. Galton.*) Between the two years 1863 and 1864 you had realized very nearly the same amount of receipts from the traffic, although you did not carry so many passengers?—Yes.

7853. At any rate the increase in the fares has been an inconvenience to the public?—I have not heard much about that; it is not much talked of.

7854. It has been a practical inconvenience to the public, has it not?—I believe you have had no people coming from our district to make any complaint on that score.

7855. It is a general deduction from your figures; you considerably decrease the numbers, but you have got the same amount of money?—I state that there are those other causes in operation, namely, the Lough Swilly line opening, and also the allowance which we have had to make to the Omagh route, which we had not to make in 1863.

7856. (*Mr. Roebuck.*) That would not affect the number of passengers, would it?—Yes, it would, very much; because the number was very large that used to go from Derry to Castlerock, as compared with the money received, and those people went in 1864 to Lough Swilly, to this new place which was opened.

7857. Your payment to other companies would not affect the number?—I do not know whether it would affect the published number. They have not furnished me with the numbers in this return, but the money

amount which they have given me does not agree with the Board of Trade returns.

7858. (*Capt. Galton.*) The Board of Trade returns were given in by you, and therefore we may assume that they are correct?—I do not know by whom they were furnished; I suppose by us, not by the Coleraine Company.*

7859. (*Sir R. Hill.*) Will you give me again the total receipts for passenger traffic on that line for 1863; I understood them to be 9,817*l.* 6*s.* 5*d.*?—That is so.

7860. And in 1864, 9,507*l.* 0*s.* 7*d.*?—Yes.

7861. How much in the year ending the 3rd November 1865, which is just completed?—9,820*l.* 14*s.* 2*d.*

7862. Then we find that the receipts for the year just completed are practically the same as for the year 1863; is not that so?—Just about the same.

7863. But in the interval between those two years you raised the fares 5 per cent.?—Yes, we did.

7864. And you stated to the Commissioners just now that you gained the 5 per cent.?—In the interval we have had to pay a proportion to the other route, and we have also lost some of those passengers who used to go over our line to Castlerock, and who now go upon the Lough Swilly line.

7865. But the broad fact is, that you raised the rate 5 per cent., and got as much and no more after raising it than you did before. How then can you appeal to the facts of the case and say that you gained your full 5 per cent., whereas in reality you gained nothing at all?—In stating that we gained the 5 per cent., I referred more particularly to the whole system.

7866. We wish to confine your attention to this particular line between Londonderry and Coleraine, and to ascertain what was the effect upon that line of advancing the fares 5 per cent. It would seem by comparing 1863 with 1865 as though the effect was to leave the traffic receipts precisely in the same state?—There were those other causes which I think operated very considerably upon the receipts. I spoke more particularly with regard to the whole system, and I should like to give the amounts received throughout the whole system.

7867. We will confine your attention to this particular line. Mr. Roe's evidence had reference to the line between Londonderry and Coleraine, and you state in effect that that evidence was misleading?—Yes, certainly.

7868. We can only ascertain whether or not it was misleading by obtaining from you the facts confined to that line?—If Mr. Roe had stated in his evidence that we had raised the fares 5 per cent. since the 1st December 1863, I should not have come here to-day, because that is a fact. But he stated that the fares that he had charged were $\frac{1}{2}$ *d.*, $\frac{3}{4}$ *d.*, and 1*d.*, and that we raised them to 1*d.*, 1 $\frac{1}{2}$ *d.*, and 2*d.*, and that I say is certainly contrary to the facts of the case.

7869. That we understand; but in addition to that you tell us that the raising of the fares 5 per cent. did not in your opinion reduce the traffic, but that the company got the whole 5 per cent.?—I say that in that statement I referred more particularly to the advance of 5 per cent. throughout the whole system.

7870. Then are we to understand that upon the Londonderry and Coleraine line there was not any gain in consequence of the raising of the fares?—I think there was, because I think that the opening of the Lough Swilly line interfered with our receipts, and we also had to pay an amount to the other route which we had not to do in 1863.

7871. How much will you have to pay in 1865?—I suppose very nearly 400*l.* for passengers.

7872. And in 1863 you paid nothing, I believe?—

* Witness subsequently explained that there was in reality no discrepancy, the return furnished to the Board of Trade showed passengers as a separate item, whereas the return handed to Commissioners by witness included parcels, horses, carriages, and dogs.

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In 1863 we paid 58*l.*; we commenced at the end of 1863, and we paid 58*l.* altogether that year for goods and passengers.

7873. In the meanwhile was not the population increasing, and does not the population of Londonderry increase very much?—My impression is that the population throughout the Derry and Coleraine district is less than it was in 1863. A great number have emigrated from that neighbourhood.

7874. Have you closed any of the smaller stations between Londonderry and Coleraine?—We closed a small place called Wilsborough, which was kept open for one gentleman named Major Scott; and we closed another place which was kept open only for two or three houses, a place near Magilligan. We closed them immediately on taking up the line.

7875. Do you know what were the earnings at those stations?—Something very small, or we should not have closed them. I may say that Mr. Roe advised us, on taking up the line, to close those and one or two others. One station which we thought of closing, and which he advised us to close, was Ballykelly, but we found that the Derry and Coleraine Company had some old arrangement with the Fishmongers' Company, so that we were unable to close that station. I may say that there is another station a mile from it, so that it was thought that one station would be sufficient.

7876. You work the Londonderry and Coleraine line at a mileage rate, do you not?—Yes we do.

7877. Have you any objection to state what that rate is?—None whatever. It is 2*s.* per mile up to 7,500 miles per month, beyond that 1*s.* 8*d.* per mile.

7878. And is there a limit to the length of the train?—Yes; the passenger trains are not to exceed seven vehicles, and the goods trains are not to exceed 25.

7879. Do you count the engine and tender along with the carriages?—No.

7880. The passenger trains are not to exceed seven carriages?—They are to be seven carriages, and if they exceed that number we have power either to put on an extra engine, or to run extra trains.

7881. And what expenses are included in that 2*s.*?—Everything.

7882. The repair of the roads?—When I say everything, I mean everything but the renewal of the line. The renewal is still in the hands of the Derry and Coleraine Company. They find rails and sleepers for renewing the line, and we find the station-masters and everything else.

7883. You find carriages and engines?—Yes.

7884. And police?—Yes, everything.

7885. And lighting?—Yes, everything but what we call the renewal of the line, that is to say, the rails and sleepers, which are to be found by the Derry and Coleraine Company.

7886. (*Capt. Galton.*) It would appear that you have diminished the number of trains on the line during the year 1864 as compared with 1863?—No, I think not; I think they are the same.

7887. The Board of Trade return gives 17,158 passenger trains in 1863 as against 16,000 and some hundreds in 1864?—I am not aware of that.

7888. And the miles run by the trains were 437,500 in 1863, as compared with 422,900 in 1864?—There must be the same number of trains. I do not remember any alteration.

7889. I am speaking now of the whole system?—I remember that we arranged to run a goods train as a passenger and goods train, and saved a train on the Northern Counties system. I thought that you were speaking of the Derry and Coleraine line. I think it is very likely we did reduce the mileage a little, but it will be very much increased this year. I can explain exactly how it was. In 1863 we ran an express train from Belfast to Portrush; in 1864 we did not run that train; but in 1865 we did run an express train, and we have decided to run that train next year also.

7890. (*Sir R. Hill.*) How many passengers will

each carriage convey?—I suppose we might take them upon the average as 35 or 40.

7891. Take a first-class carriage, how many compartments has it?—Four compartments; a full first-class carriage would hold 32 passengers.

7892. Your gauge is rather wider than ours, is it not?—It is; our gauge is 5 feet 3 inches.

7893. Do you doubt the accuracy of Mr. Roe's statement as to his having paid a rental of 10,000*l.* a year, and still obtained a profit from the line?—I have no means of knowing whether he made a profit or not; but he stated, when we were about taking up the line, that he had made a profit; and our company gave him 1,000*l.*, besides taking all his stores off his hands and everything he had at full cost.

7894. Since that time the line, I think you stated, has not produced a profit?—No; we considered that we lost money by working it; but it was not so much that that we felt as the renewal of the line; the line had run down a good deal, and a great portion of it required new rails and sleepers, and under the old lease we were bound to do everything that was necessary. Now under this new arrangement we are not bound to renew the line, which is a very serious matter. A very considerable portion of the line required almost immediate renewal. They have renewed one mile, and the rails are, I believe, in Londonderry at this moment for the renewal of rather more than another mile of line.

7895. Will you explain the mode in which the receipts upon the line are now disposed of; do you hand them over to the Derry and Coleraine Company?—We hand them over to the Derry and Coleraine Company, less our working expenses.

7896. And is the balance sufficient to pay the interest upon the capital expended on the line?—No, there is not sufficient at present to pay the bondholders, but the traffic has improved a good deal, still I do not think they will have sufficient to pay the bondholders.

7897. Then the ordinary shareholders, I should presume, get nothing?—I think they never expect anything.

7898. (*Capt. Galton.*) Who pays the whole staff of the line?—We do.

7899. Do you find the whole staff?—Yes.

7900. And you maintain the line?—Yes, we maintain the line at our own expense, but we do not renew it. We find everything that is required for the maintenance of the road, but we do not find the rails and sleepers, and the materials for renewing the line.

7901. (*Sir R. Hill.*) Do you re-ballast it when necessary?—Yes, for the ordinary maintenance of the line we do.

7902. (*Capt. Galton.*) In what way is that renewal of the line provided for?—It is expressly provided for in our agreement with the Derry and Coleraine Company, that if they do not renew immediately the different portions of the line that are worn out, we are to have the power to do it, and charge it to them, and deduct it from their receipts.

7903. Have you the sole decision as to whether the line is to be renewed or not?—We have.

7904. Could you, at your own will and pleasure, require that every part of it ought to be renewed?—No.

7905. Is there an arbitration clause in the agreement?—Yes, there is an arbitration clause, if they think that it does not require renewal. They have an engineer of their own, and they send him to our engineer, and then they arrange between them as to what is necessary to be done. We have sent them in an application now to renew some portion of the line.

7906. (*Sir R. Hill.*) Does your company determine upon the fares to be charged over the Derry and Coleraine line?—No. We have carried on the arrangement which was in force when we had the lease of the line, and the Derry and Coleraine Company have power to alter any fare or rate that they like, provided they do not go below 1*s.* a ton for goods,

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that is the only restriction which we have made. They have it in their own hands to do anything they like. Mr. Tyrrell, who has just died, acted for them. He was a good deal in Londonderry, and he was their chairman, and every suggestion that he made during the summer was carried out. He was quite satisfied, and expressed himself very often as quite satisfied with all our arrangements.

7907. (*Capt. Galton.*) Is the Belfast and Northern Counties Railway connected with any other railway, besides the Derry and Coleraine Railway?—The only other line with which it is connected is the Carrickfergus and Larne, which is a short line that we work.

7908. It is not connected with any line to the south?—No, not at present. There is a line being constructed from Antrim to Lisburn, but it is not finished yet, and that will connect us with the Ulster Railway, and all the railways as far as Dublin.

7909. Do you suffer any inconvenience from the want of communication with the lines south of Belfast?—I think not.

7910. You think that it would be of no advantage to the public if the lines to Belfast were united together?—I think that it would be an advantage to the public if there was communication between the two lines. Our station is some distance from the Ulster railway station, and the Belfast Central Railway Company have a Bill for connecting the two lines.

7911. Do you think it would be convenient for yourselves if trains could run direct from Dublin to Londonderry by your line?—No, there is no chance of that, because the other is the shorter route.

7912. Do you not think it would be convenient either to yourselves or to the public?—Not from Dublin; but from Armagh, Portadown, and other places on the Ulster line it would be an advantage to run on one system: not perhaps to Londonderry, but to Ballymena. Ballymena is a large place, and the centre of the linen trade; it is about the best place in the north of Ireland, excepting Belfast, for the linen trade.

7913. Then you think that there is public inconvenience in the lines not being connected at Belfast? I think that it would be an advantage if they were connected, and Bills were passed last year and the previous session for that connexion.

7914. Why has it not been carried out?—It is in the hands of some financial company, I think, who have not yet carried it out. The shares are not taken in Belfast. In fact, I do not think the shares are issued. It is in the hands of a financial association.

7915. Has the Belfast and Northern Counties Company made any efforts to procure that junction?—We are to have a meeting on the subject with the Belfast Central Company, I think, next week.

7916. (*Sir R. Hill.*) You have had some experience of competition between railways, have you not?—Yes.

7917. Will you state to the Commissioners your opinion as to the advantages or disadvantages of competition between railways, so far as the subject has come within your experience?—I think, as far as Ireland is concerned, that there is not sufficient traffic to support competing lines; but in England, between some points I am sure that there is sufficient traffic.

7918. Confining your attention to the instance of competition which has arisen under your own notice, namely to the line between Belfast and Londonderry, which competes with you, what is your opinion as to the advantage of that competition?—I consider that a second communication is of no advantage in the world, so far as between Belfast and Londonderry is concerned. No doubt it is a great advantage to many places on the Irish North-western line to have communication across from Omagh to Dungannon, and through to Belfast that way; but so far as Londonderry is concerned, it is of no advantage, for hardly any one goes that route. I may say that 19-20ths more go by the Northern Counties' route to Belfast,

that is, our route. We have a better service of trains, and we have made such arrangements with the other company that they have never attempted to compete with us.

7919. The competition has not led to any reduction of the fares?—No, certainly not.

7920. Then it would appear from your statement that the instance of competition which has come within your knowledge has had no effect advantageous to the public, whilst it has been injurious to the shareholders?—Clearly so, as far as the communication between Belfast and Londonderry is concerned. I wish the Commissioners to understand that, because the making of the line from Dungannon to Omagh made this connecting link; but I do believe that the making of that line was of advantage to a number of people who live on the Irish North-western line, and who live between Omagh and Dungannon. You see that the making of that line formed a competing route, but in addition to that it gave a connexion with Belfast from all that district, which they very much wanted.

7921. There is no competition as between the intermediate stations on the one line and on the other line?—No.

7922. The competition is between the terminal points?—Although there is no competition, we lost very considerable traffic by the opening of that line not only from Londonderry, but from Strabane and Omagh, and even as far as Enniskillen. We used to bring pork and a very large quantity of flax from Strabane and Omagh, all of which we lost on the opening of this Omagh line.

7923. Still looking at the whole results, in your opinion there has been no advantage to the public living at the terminal towns from the possession of this competing line?—None whatever.

7921. While on the other side the competition has injured the shareholders of the Derry and Coleraine line?—Clearly, and of the Northern Counties line also.

7925. (*Capt. Galton.*) You think that there is not a sufficient amount of traffic in your part of Ireland to justify the establishment of competing lines?—I think there is not in Ireland at all.

7926. And you are in the richest part of Ireland?—Yes. I have been eight years the manager of the Belfast and Northern Counties line, and I was previously the manager of the Waterford and Kilkenny line, so that I know something of the southern district, and certainly there is no traffic to pay for competition. I know Ireland pretty well, having lived there for 12 years, and I certainly do not think that there is any room for competition.

7927. You think that the position of Ireland with respect to railway accommodation is different from that of England, in which there is a basis for competition?—I think there is room for competition between some particular points in England where there is a very large traffic.

7928. (*Sir R. Hill.*) That is to say, when there is traffic enough for two lines, you think it is well that there should be two lines?—Yes, that is my opinion; but that is not likely to exist in Ireland.

7929. (*Chairman.*) In fact, if two companies did begin to compete in an Irish rural district, it would probably come to this, that they would half ruin one another, and then they would combine?—Yes.

7930. (*Capt. Galton.*) And raise the fares?—Yes. In the session before last we opposed successfully a line that was proposed to be made from Armagh to Cookstown. We, in connexion with the Ulster Company, opposed that line, which would have had the effect of dividing the traffic from Cookstown to Belfast. The traffic as it exists from Cookstown to Belfast very little more than pays the working expenses, and to come and divide that traffic would be very serious to the Northern Counties Company.

7931. Did not you state that the line from Cooks-

town was going to be extended?—No; we threw out a Bill in 1863 to connect Cookstown with Armagh.

7932. What was the line that was to have a junction with the Ulster line?—That is from Antrim to Lisburn, and that line is partially made.

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The witness withdrew.

Adjourned to Tuesday next at half-past 11 o'clock.

Tuesday, 14th November 1865.

PRESENT :

THE HON. E. F. LEVESON GOWER, M.P.
SIR ROWLAND HILL, K.C.B., F.R.S.
J. A. ROEBUCK, ESQ., M.P.
GEO. CARR GLYN, ESQ., M.P.

A. S. AYRTON, ESQ., M.P.
CAPT. DOUGLAS GALTON, R.E., C.B., F.R.S.
J. R. MCLEAN, ESQ., PRES. INST. C.E.
WILLIAM POLE, ESQ., F.R.S., *Secretary*.

THE RIGHT HON. LORD STANLEY, M.P., F.R.S., IN THE CHAIR.

FREDERIC HILL, Esq., examined.

F. Hill, Esq.

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7933. (*Chairman.*) I think you are assistant secretary to the Post Office?—Yes.

7934. Have you held that office for the last 14 years?—I have.

7935. And during your tenure of that office has your attention been directed to questions of railway management and legislation as regards railways?—It has.

7936. Have you had to do with the railway department of the Post Office?—I have.

7937. And with the making of contracts with the various companies?—Yes.

7938. Has your official experience in that position made you aware of any difficulties arising under existing arrangements in obtaining the postal facilities that are required?—Yes.

7939. Would you explain a little in detail what those difficulties are?—The difficulties consist very much in the want of a real power of obtaining the use of the railways upon what we may deem to be reasonable terms. In the present state of the law, in case we cannot come to terms with any railway company the case is referred to arbitration, and I need not say that the natural leaning of arbitrators would be in favour of the smaller power rather than of the greater. The general idea that the purse of the State is almost inexhaustible seems to have the effect of inducing arbitrators to award terms which, as far as we are able to come to a correct judgment on the subject, after taking the opinions of engineers, are often very much too high. This curtails the use of railways, and makes us fearful of entering into engagements concerning them, and of employing railways even where the public, and we believe the railways themselves, would be much benefited if we could so employ them. We are deterred by what we consider their generally excessive charges.

7940. When you say that the terms fixed by arbitrators in your judgment are too high, I suppose the arbitration is conducted in the usual manner, each party choosing one and the two choosing an umpire?—Yes, quite so.

7941. I presume that it does not appear that the business of conducting those arbitrations falls constantly or frequently into the same hands?—No.

7942. Therefore, what you complain of is the general tendency on the part of all that class of men to whom arbitration is referred to overcharge a Government department because it is a Government department?—Yes; we think that we stand very much towards railways, as railways stand towards private individuals. We apprehend that there is a similar tendency in juries to award excessive compensation in the case of railways, owing to the magnitude of the concern and the idea that the railway company is a wealthy body; and the same feeling acts injuriously towards the Government as represented by the Post Office.

7943. Then that feeling, whatever may be its force,

operates in every case where Government has to deal with individuals, and it would operate as in favour of individuals more strongly than as in favour of large railway companies?—We think so; at least it is my impression that it would be so.

7944. Are there any other inconveniences to which you wish to call the attention of the Commissioners, besides that of not obtaining sufficiently favourable terms in cases of arbitration?—No, excepting that that circumstance very much diminishes the use of railways, and the public might have many more mails carried by the railways than is the case under present circumstances. I believe that in Belgium, where the conveyance of the mails by the railways is not attended, under ordinary circumstances, with any expense to the Government, and in France also, a more frequent communication takes place between town and town in many instances than is the case with us, notwithstanding the far greater magnitude of the correspondence in England and the much greater necessity there is for frequent communication than exists upon the Continent.

7945. We hear sometimes complaints made that in places between which there is railway communication the mails are nevertheless sent by horse and cart, or in some other mode apart from the railway?—Yes.

7946. Ordinarily where that occurs, is it owing to the circumstance that the charge demanded by the railway company is too high?—Not always, nor necessarily, as frequently it happens that the communication, especially in the night, can be made quite sufficiently fast without the use of the railway. A mail from here to Brighton, for example, could be sent by a cart, if despatched at night, so as to arrive at Brighton and be in as good time for the first delivery at Brighton as if it arrived four or five hours earlier. It frequently happens that the mail would be merely lying useless in the office if it arrived earlier. Then it would be quite reasonable for a railway company to charge heavily for a special train to run in the night when there are few passengers to assist in paying the cost of the train. Consequently it is often the cheaper mode to send mails by carts, and the object is as fully attained as if they were travelling at the rate of 40 or 50 miles an hour.

7947. It happens, as a matter of fact, does it not, that you have very frequently to require railway companies to run special trains for the conveyance of the mails, that is to say, to run trains at hours at which they would not run them by their own choice?—I cannot say that that very frequently happens. We fix the times; but in fixing the times, of course, for our own advantage and for the saving of the public money, we endeavour to make the times tally as nearly as possible with those which would suit the public wants.

7948. But as a fact, I suppose you have to pay, not merely for the actual service which you command, but for the disturbance which you produce in the

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time table by interpolating a train which the company is compelled to run whether it wishes or not?—Certainly; and an arbitrator would take that into consideration, and fairly so.

7949. You have stated that in some foreign countries, especially in Belgium, the mails are carried without cost to the State; is that because the railways are the property of the State?—Frequently because they are the property of the State. We know that in France they are not the property of the State, although the State has a reversionary interest in them, and ultimately they will all become State property; but there the general arrangement is that the mails and troops and some other things which I need not specify, shall be carried by the railway companies without charge; at least so far as letters are concerned that is the case. The question has arisen, whether the exemption from charge properly extends to patterns and some other matters; but as far as letters are concerned they are conveyed without charge by the railways as one of the terms upon which the concession of the railway is made, unless a special train is required. If a special train is required, even in France, a payment is made, but so long as the Post Office can make use of the ordinary trains, they pay nothing for the transmission of their mails.

7950. It, in fact, is a tax imposed upon those railway companies in another form?—It is so.

7951. And under our system, if Parliament had at any time thought fit to make it a condition of granting a concession to any new line that they should carry the mails gratuitously, there is nothing to prevent their so doing?—No.

7952. What I mean is this, that there is no necessary connexion, as I understand it, between the property of a line being vested in Government, and the fact of the mails being carried gratuitously?—No necessary connexion.

7953. (*Sir R. Hill.*) It is not the desire of the Post Office, is it, that the mails should be carried gratuitously?—No, it is not.

7954. The Post Office would prefer paying the companies a remunerative price, to having the mails carried for nothing, would they not?—Yes, so long as it is not more than a fairly remunerative price.

7955. And is it not for this reason, viz. that the Post Office are of opinion that the service would be better performed if paid for, than if it were not paid for?—Yes. We think that if it were paid for according to a reasonable tariff, then, in case we increase the service there would be no feeling of aversion to it, and no obstacles quietly thrown in the way, or anything of that kind.

7956. Are there not great difficulties in the way of the Post Office availing itself of the ordinary trains of companies, that is to say, of those trains which the companies run at their own times, and at their own speed, stopping where they please, and putting them on or taking them off as they please?—Yes; no doubt that is so.

7957. Is it not a condition under the law, as it now stands, that if the Post Office employs one of those trains, it must fix the hours of starting, so as to prevent the railway company from altering them, if it should desire so to do?—I am not aware of that interpretation of the Act.

7958. Such is the case, and that is one great obstacle in the way of the Post Office employing the trains to the extent that it would desire to do. I think I could call to your recollection cases in which the Post Office has had to pay very highly for sending a very light mail by trains which the company had established for their own purposes. There was an instance as regards the South Wales railway, was there not?—Yes.

7959. And did not the Post Office attempt to avoid that difficulty by including in their notices to the railway companies a permission to alter the trains whenever they pleased?—Yes; I now remember that it was so.

7960. And did not the companies assert that the Post Office must absolutely fix the hours, and that such a notice as that giving the companies permission to alter their hours was, therefore, of no avail, and consequently that the charge to be determined by arbitration must be one taking into account the fact that the company had not the permission to alter the hours of its trains, was not that so?—I believe that the particular contract that you are referring to was under your management rather than mine; and it is evident that you have a clearer recollection of the details.

7961. That is the state of the law; its restrictions have probably passed from your recollection from the circumstance that the Post Office has now for many years, acting very much under your advice in the matter, entered into contracts with the companies to have the use of all their ordinary trains?—Yes.

7962. (*Chairman.*) Do you think it would be possible to substitute for the system of separate arrangement in each case any system by which a fixed invariable payment should be made, and so doing away with the necessity of arbitration?—No; the circumstances are so very various that it would be impossible. Take the case of a swift train travelling by night to suit the necessities of the Post Office as compared to sending a mail by ordinary train travelling by day. The cost to the railway company and the sum, therefore, which we ought to pay is very different under such different circumstances.

7963. Will you allow me to ask what it is that you suggest; as I understand, you do not propose that the mails should be carried gratuitously, and you do not consider that the system of arbitration could be superseded in favour of one of a uniform invariable payment to be got at by any fixed rule?—I do not.

7964. What third alternative then remains?—I think that if the Government were entering into arrangements with any particular railway, there would be no difficulty in foreseeing the ordinary circumstances under which that railway would be used, and that it could be arranged that for sending mails by their own trains when we did not disturb their times, the charge should be so and so, and that if a train be made special, if it be by night, it should be so and so, and by day so and so; and that the varieties in the tariff would be sufficient to meet the case of any particular railway. The speed must of course be taken into consideration also.

7965. That is to say, you think that a system of fixed payments could be adopted, only that they must vary according to certain circumstances, which could be foreseen beforehand?—Yes, certainly.

7966. (*Capt. Galton.*) You would have a tariff for mails put in the Act of Parliament, as it were, just as they have for their first, second, and third class passengers?—Yes, supposing that the present system continues. Of course if the railways were the property of the State, and if they were to let them out, then it would become the subject of a clause in the lease.

7967. You are speaking now of the present system continuing?—Yes.

7968. But has not it always been within the power of the Post Office if they thought fit to propose it to parliamentary committees?—It has.

7969. Why have they never done so?—We have attempted it several times, but so much opposition on the part of the companies was apprehended that no measure has ever been carried into effect.

7970. Then the present system is really due to the fact that Parliament has not thought it right to require the conveyance of the mails at any fixed scale of charges?—I do not think the Treasury have ever gone so far as actually to bring a Bill into Parliament; but the matter has been one of frequent communication between the Post Office and the Treasury, and means have been taken to judge of the amount of opposition that would be offered to any such measure.

7971. (*Mr. Roebuck.*) Have you ever taken means to test the opinions and feelings of Parliamentary

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committees, because in their hands lies the power of determining that matter and of deciding upon the mails?—Of course, being a subordinate department, all that we can do is to represent our difficulties to the Treasury and leave it in their hands to take what steps for remedying them they think proper.

7972. Has the Treasury then ever taken the means of ascertaining the feelings and opinions of committees?—I think not; as I stated before, I think that the matter has never proceeded so far as to go before Parliament.

7973. (*Mr. Glyn.*) In the case of some of the late amalgamations that have gone on, have the Post Office ever attempted in them to introduce any tariff, or any proposition of the nature to which you allude?—No; we have not done it ourselves; we cannot do more than represent the difficulties to the Treasury, and suggest to them what to our minds is the best means of remedying them.

7974. (*Sir R. Hill.*) The Post Office has no representative in the House of Commons, has it?—No, certainly not.

7975. (*Mr. Glyn.*) Has it ever been represented to the Treasury that if such a thing was to be done, the case of an amalgamation of two railways would be a very opportune occasion for bringing the matter forward; has it gone as far as that?—No, I think not, and I am not quite sure that in equity an amalgamation would afford an opportunity.

7976. (*Chairman.*) It would hardly be fair, I suppose, to make the granting of power to unite conditional upon those companies making a financial arrangement more favourable to the Government than that which exists?—I think not; that is the impression on my mind.

7977. (*Mr. Ayrton.*) Are you not aware that it is a common practice in the House of Commons in granting any new powers whatever to a railway company to alter the terms upon which it conducts its traffic, to alter its rates, and to insist upon the alteration of its rates as a condition precedent to granting those powers?—I cannot say that I am positively aware of that. I have a strong impression that it is so.

7978. The Post Office would have the same appearance, would they not, as any other party might have before a committee of the House of Commons in proposing a new tariff?—Yes; but we cannot appear as the Post Office. As I stated, we are subordinate to the Treasury, and it is the Treasury which communicates with Parliament.

7979. Why cannot you appear before committees of the House?—We could appear before committees of the House if we were so instructed by the Treasury.

7980. Have you ever asked the Treasury to be allowed to appear before committees of the House of Commons?—No. What we have done with respect to the Treasury has been to represent the want of greater railway facilities, and to suggest that these should be obtained by the passing of an Act in which a tariff should be introduced.

7981. (*Sir R. Hill.*) Bills have been prepared with that view, have they not?—Yes.

7982. A Bill was brought into Parliament some years ago, was it not, having that among other objects in view?—I had forgotten that the matter had ever proceeded so far as the actual introduction of a Bill.

7983. It made some approach to it, did it not?—Yes.

7984. And was not that Bill met by the violent opposition of the railway companies?—I believe it was. That Bill was more under your care than mine; but my impression is that there was at any rate the indication of a very strong opposition.

7985. (*Mr. Glyn.*) That Bill was to get rid of the power of arbitration altogether, was it not?—I do not know that it altogether superseded arbitration. It was to give us the means of sending mails according to fixed charges.

7986. And for regulating the charge for convey-

ance without arbitration in many cases, if not in all?—If it was a fixed charge, of course the very object was to supersede arbitration.

7987. (*Chairman.*) I think that you have expressed an opinion that it is desirable that the State should become the proprietor of the railways?—I have.

7988. And at the same time that it is not desirable that the State should undertake the management of the lines?—That is my opinion.

7989. You do not contemplate, as I understand, that any railways should be purchased by the Government by the payment of a sum down, but rather by a fixed annual payment?—I think it is very important that that alternative should be kept in mind, that it is not necessary that the payment should be made at once by a fixed sum.

7990. In other words, the arrangement which you propose would be something of this nature, would it not,—that the actual shareholders of a company should have guaranteed them a fixed instead of a fluctuating dividend upon their shares?—Exactly.

7991. And that then all risks arising out of the management of the railway should fall upon the State?—Yes, such risks as would exist. I do not think myself that there would be risk; but if there should be a risk, of course the Government must bear it.

7992. Supposing the case of a line being made which only pays 3 per cent. under the new management, and suppose that the shareholders in that company had compromised their claims for a fixed payment of $3\frac{1}{2}$ per cent. upon their capital, in that case there would be a loss of $\frac{1}{2}$ per cent. to the State?—If the railway yielded in the shape of rent only 3 per cent., while the Government was bound to pay $3\frac{1}{2}$ per cent., so far as the share capital, in the ordinary sense of the term, is concerned, that would inevitably follow; but we all know that there is another, and very important part of the capital of a railway, which is not represented by shares, but by bonds; and as respects that portion of the capital, with the superior position of the Government for borrowing money, it would be quite possible that it should be even paying a higher percentage to the ordinary railway shareholders than the Government are receiving in the shape of rent, and still, by means of the other portion of the capital, they may recoup themselves.

7993. Then, as one source of profit, you look to the fact that the Government would be able to borrow its capital at $3\frac{1}{2}$ per cent. or thereabouts, while the railways are paying $4\frac{1}{2}$ per cent.?—Yes, certainly.

7994. On the other hand, have you considered what the amount of the loss to the State would be in the case of a compulsory purchase, or do you not contemplate compulsory purchase?—I do not contemplate compulsory purchase at all.

7995. Then you must offer a price which will induce existing shareholders voluntarily to surrender their property?—Yes.

7996. I presume you would lay it down that in such a case the majority of the shareholders in each company should have power to bind the whole?—Yes; as I suppose they have now in the decision of any other question.

(*Mr. Ayrton.*) They have not now the power to bind the whole of the shareholders in dealing with the railway; all that they have the power to do now is to give their assent or dissent to a proposed Act of Parliament; it is the Act of Parliament that binds the minority.

7997. (*Sir R. Hill.*) All that would be required would be to give that power of assent under Act of Parliament, is not that so?—Yes, certainly; whatever power may be requisite. If the power does not exist it would have to be supplied by Act of Parliament.

7998. (*Chairman.*) If your object is to induce a very numerous proprietary body to surrender property which they at present hold, must you not for that purpose offer them terms certainly higher than the market rate?—Yes, certainly.

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7999. Then you must admit that in the first instance there must be a loss upon the purchase?—No, I should not call it a loss.

8000. That is to say, that the purchase would be made upon terms more costly to the purchaser than an ordinary bargain in the open market?—Yes.

8001. (*Sir R. Hill.*) But you expect that the Government would recoup itself through its power to borrow money upon better terms than the railway companies can borrow money?—That is one way. I expect that the Government would get a very great advantage in that way; but I expect that it would gain advantages in other ways.

8002. (*Chairman.*) I understand you to propose that each railway should be let upon lease, either for a number of years or terminable at moderate notice?—Yes.

8003. Would you put up a line to open competition?—Certainly.

8004. Imposing, I suppose, certain conditions as to charges, and also as to precautions for safety, and so forth?—Exactly.

8005. Do you consider that the bridges, viaducts, embankments, and general permanent way ought to be left to the leasing company to take care of, or should the care of them be left to the State?—That they should be left to the leasing company to take care of. The leasing company should be required to keep them always in good condition.

8006. And for that purpose it would be necessary, would it not, to have frequent inspection?—Yes, for that and other purposes, in order to see that all the terms of the lease are acted upon.

8007. Have you considered at all in what manner the very large amount of capital should be raised that would be necessary for paying off the charges upon those lines?—I stated, I think, in answer to a previous question, that I do not think it necessary to raise the capital at all. I believe that the fact of the Government, by undertaking to pay a certain dividend, and by succeeding, as I fully expect it would, in obtaining a rent for the railway fully adequate to meet its obligations, would render it unnecessary that any amount of capital should be raised.

8008. But in that former answer you were speaking of share capital, were you not?—Yes.

8009. In the question that I put to you now I speak of that which is invested in debentures?—I should expect that the rent would cover the payments for the debentures as well as for the ordinary shares. Then, as those debentures fell in, the Government would be able to reissue them upon much more favourable terms than the company could.

8010. You would simply as they expired offer the holders the option of taking a lower rate of interest, or of being paid off?—Yes.

8011. Have you considered at all what department, or whether any existing department would be capable of managing this enormous business of leasing lines from time to time?—So far as I have thought upon that point, it seems to me to be desirable to create a special department, of course, however, to be under one of the main departments of the Government; but I do not apprehend it to be necessary to create a large department, nor do I suggest that the Government should make any attempt to obtain immediate possession of all the railways, I think it is desirable to proceed gradually.

8012. You would buy them up gradually one by one?—One by one, or group by group, trying of course, as far as possible, to get railway possession of a whole district.

8013. If you propose that the purchase should proceed by voluntary means only, would it not come to this, that the State would be very soon in possession of all the worthless lines, and that all the lines giving a large return would remain in private hands?—No, I think not; I do not see that that follows at all. I think that the State must proceed in a very blundering way if it arrives at that result. The worthless lines may be supposed to have something like a worth-

less price; something exceedingly low; and if the value to the shareholders is exceedingly small, they will be but too happy to part with the railway for a very moderate sum.

8014. (*Sir R. Hill.*) You do not propose that this department should be required to purchase a railway, whether it thought it advantageous or not, do you?—Certainly not; the Government should act upon the ordinary principles of commerce.

8015. (*Chairman.*) Do you think, as a matter of fact, that you would find proprietors equally ready to part with what is known as an improving property as to part with one that yielded very small returns for some time past?—I should think that they would at a given price. I think that every railway would have its price. Of course, if a railway is improving, the proprietors will take that into consideration before they accede to any specific offer for its purchase.

8016. Have you considered the case of small lines situated in the centre of a group of lines which have been already purchased by the State? I am supposing your plan to have been some years in operation, and the principal lines of a district to have been bought up by the State, but the system of State management cannot be worked until the whole of the lines are in possession of the State; would not that give to any small company that held out longer than its neighbours a power of commanding almost its own price?—It would, undoubtedly; and I think that in such a case as that it might be necessary to obtain compulsory powers in the same way as a railway company obtains compulsory powers to compel any particular landowner to sell his land.

8017. I wished to see whether we were coming to that, whether in fact your plan is not optional purchase as long as the proprietors are willing to sell, and compulsory purchase if they are not willing to sell?—No, I do not say so. Your Lordship has put the case of a small line acting as an obstruction to a large organization; that seems to me to be a very different case from that of a great line where there is no such obstacle created. In the one case I think compulsory powers might fairly be applied, but in the other I should not propose them to be applied at all.

8018. Have you considered how the system which you propose would work as regards the construction of new lines?—Yes, I have.

8019. Clearly it would rest, would it not, with the Government to determine whether a new line should or should not be made?—Not with the Government, but with Parliament; as is the case at present.

8020. Supposing all the existing railways to be in the hands of the State, I presume that you would not then allow new lines to be made and to remain in the hands of individuals?—Yes, I would.

8021. (*Sir R. Hill.*) That is to say, if Parliament gave permission?—Yes, if Parliament gave permission. If Parliament, acting on behalf of the State, is of opinion that the State would be benefited by the construction of the proposed line, I should hope that Parliament would at once sanction its construction.

8022. (*Chairman.*) And those new lines would remain in private hands, while all the existing lines of the country were in the hands of the State?—They would not necessarily remain in private hands, because I should propose to apply the same principle to them as to existing lines. Suppose a desire for the formation of any particular line to arise, and a body of proprietors is formed for the purpose of making that line. They would apply as now for an Act, and I should hope that under the altered arrangements the sole consideration with Parliament would be, will the country, as a whole, be benefited or not by the construction of this new line—is it a mere contrivance for getting traffic from a very near line—is the mere object competition—or is it to provide for a want for which no provision exists at present; and is that want so imperative as to make it right for Parliament to grant the powers to take possession of a person's land? and so forth. Upon the

whole will the country be benefited by this new line or not?

8023. Are the Commissioners to understand you to put forth this as an expression of your opinion, that by the system which you propose the State would acquire property of greater value than the price which it gave for that property, and that at the same time the ex-proprietors of the railroads would have a dividend upon the average higher than that which they now receive?—Yes; I entertain that opinion decidedly.

8024. According to your proposal, everybody is to gain all round, the State as the purchaser, and the proprietors themselves are to gain?—Yes.

8025. In part that gain is to be made, as I understand, by the lower interest which is to be paid to the debenture holders?—In part.

8026. Have you at all considered what the effect of adding to the liabilities of the State to the extent of 150,000,000*l.* or 200,000,000*l.* would be upon the rate of interest at which the State can borrow?—I do not think that it would have any appreciable effect upon it.

8027. You think that whatever the amount of new liabilities contracted may be, the State will still be able to borrow at 3½ or 3 per cent., as it does at present?—Yes, so long as there is a valuable consideration for it; so long as there is property to show for the liabilities, I do not think that the State would at all suffer in its borrowing power by possessing the railways.

8028. (*Sir R. Hill.*) But you do not consider it an essential part of the plan that the State should borrow money at all, do you?—No; I have stated so.

8029. (*Chairman.*) You look forward to the very great economy in the working of those lines as another source of gain?—To a great economy.

8030. Will you explain in what way you think that great economy would arise?—I think that it would arise in various ways. First, from the greater facilities that would be afforded for securing a good organization among the railways generally. We will suppose for a moment that the Government is in possession of the railways. In letting out any particular railway it would secure by the terms of the lease that trains running upon that railway and then on to an adjoining railway should go under arrangements suitable to both railways; that there should be nothing of the kind which is known now to exist from time to time, namely, that positive obstacles instead of facilities are created with respect to the junction of railway and railway. Then all those obstacles would be removed, and facilities would be secured in place of them. Then I think that the persons who are likely to act as the lessees of railways would probably be a much smaller body than the large body of proprietors, and they would have a keener interest in the economical management of the railway than can be felt by gentlemen in the position of railway directors who have very many other avocations besides that of railway management, and who have not so large a stake as those lessees would have. I think that it would become a kind of profession. Persons who had an especial aptitude for administration of that kind would by force of competition obtain the lines, and the lines would, I think, be more economically and efficiently managed than by the present half-honorary boards.

8031. (*Mr. Ayrton.*) Does the answer that you have just given depend upon the assumption that the Government has possessed itself of all the railways in the kingdom?—No, not of all the railways in the kingdom. If it were in possession of only two railways, if those railways lock into each other the principle would to a certain extent come into operation.

8032. (*Chairman.*) Do you consider that there would be any saving of the present Parliamentary contests between companies?—A very great saving.

8033. I see that you have stated that; but I wish to understand in what manner that saving would arise, because, if I understand your plan clearly, you propose

that there should still be as at present power to new companies to create new lines?—Yes.

8034. There will, I presume, be the same power in landowners, and other persons interested in opposing them, to oppose them?—Yes.

8035. Those landowners, I presume, will as at present be supported directly or indirectly by great companies who would fear competition by the new projected lines?—No; if the property of the company became that of the Government, those great companies would of course cease to exist.

8036. But take the case of lessees having a 21 or 30 years' lease, for I presume you would make it a long lease; would they not be very much interested in the carrying of a new line parallel to theirs that might take away half their traffic?—I am of opinion that if any new lines be granted which could in any way injure the lessees of an existing railway, that railway would in equity have a claim to reconsideration as regards the amount of rent; and that such reconsideration should be provided for in the lease.

8037. Then if they lost by the competition of the new line Government is to recoup them?—I do not say so. If a new line is created, and they inform the Government that they consider that that line will injure them, they should have the right of referring to some tribunal or other to reconsider the question of the rent; whether their rent ought or ought not, under the circumstances, to be reduced.

8038. Let us see how that will work for the prevention of Parliamentary contests between companies. You have all the former elements of competition, you have landowners and the men who are interested who will oppose, and you have companies whose traffic will be threatened by the making of new lines. The only difference, as I understand, is this, that the State will also be a party interested, inasmuch as the State will be a loser if the traffic of the existing companies is taken away?—Yes; but I think that a very material difference; because Parliament, representing as it does the State, would feel, that if this line, which the necessities of the State do not require, were permitted, it would very much diminish the value of property belonging to the State.

8039. Passing from that, do you consider that a large reduction both in passenger fares and in the cost of the conveyance of goods, might take place without ultimate loss to the companies or to the State?—I do not presume to say so, other things remaining as they are. I have not that knowledge which would enable me to say that the railway companies could, without injury to themselves, reduce the fares; but my opinion is, that under the arrangements which I have described, the force of competition between those who offer themselves as lessees would bring about a large reduction of fares.

8040. They would compete one against the other by offering the lowest tariff?—Exactly.

8041. But does not that kind of competition exist at present wherever you have any two lines running between the same points?—Even where you have two lines running between the same points, in my opinion it does not exist. In my opinion, effective competition is impossible in railways, because you cannot admit an unlimited number of competitors. There are two railways, and as there are only two they have nothing to do but to come to an understanding, and the competition is knocked on the head.

8042. (*Sir R. Hill.*) Have you any objection to put in this paper which you have prepared as a summary of your evidence?—I will put it in with pleasure.

The same was delivered in, and is printed at the end of this Evidence.

8043. (*Chairman.*) You have stated that you would not consider the sum which the Government would pay by way of annuities to railway proprietors as a Government loan, but would not the shareholders so consider it; what would be the difference between an annuity payable to a body of railway proprietors

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and an annuity payable to the ordinary holders of consols?—No essential difference in my opinion, but I think that the effect upon the public mind would be very different. In the one case there is no necessity for creating a great mass of Government stock, and in the other case there would be.

8044. It would be a new form of permanent annuity differing only in a particular name from the other permanent annuities payable at the Bank of England?—Exactly.

8045. (*Mr. Ayrton.*) As regards the public who hold those shares it would be only a variety of permanent annuities payable at the Bank of England under different names?—Quite so.

8046. If the Government were paying permanent annuities they must either pay those permanent annuities at the rate of $3\frac{1}{2}$ per cent., their existing rates, or they would pay them at higher rates?—Yes.

8047. If the Government are borrowing money or paying annuities at higher rates of interest, would not that have the effect, if it were for a very large sum of money, say 400,000,000*l.* sterling, of depreciating the value of consols, out of which permanent annuities are now paid?—I think not.

8048. You think that you could go on creating permanent annuities to that extent without affecting the price of the annuities?—It may go on, I think, to any extent as long as you have productive power affording the means of paying those annuities.

8049. The parties who buy these annuities, you think, in estimating their market value are not guided by a consideration of the quantity of those annuities that exist in the market, and that that does not influence the price?—If a great quantity came into existence suddenly of that or any other article, the price would no doubt be affected; but the Government is merely stepping into the place of the railway directors who are at present making this payment, and it would be able, I think, to pay somewhat more; but the great mass is merely a substitution of one thing for another.

8050. But when the nature of these securities will have changed, they will then become Government annuities, will they not?—Certainly.

8051. Do you think that the fact of those annuities having 200 or 300 different names would not rather depreciate their value than increase it?—No, I think not at all.

8052. You do not concur in the opinion which has been generally expressed by financiers, that it is better to borrow annuities on the large security of consols than to borrow in small quantities under different names, and that small quantities always obtain worse rates than annuities in the larger stock?—That is a refinement that I do not pretend to have gone into or to be able to judge of; it seems to me that so long as the Government, when extending its obligations, can point to a substantial property possessing adequate productive power, the security of the Government is not injured at all by its possessing that property subject to those obligations.

8053. (*Sir R. Hill.*) The arrangement would not divert the capital from its present form of investment at all, would it?—Not at all.

8054. There would be no increased demand upon the capitalists of the country?—Not a shilling.

8055. (*Mr. Ayrton.*) You do not contemplate the annuities being a special charge upon the particular railway; you consider those annuities as part of the public debt, and all the annuities which the Government agreed to pay would be part of the public debt?—It would be under the responsibility of the Government and the security of the Government; the Government security would be attached to every portion of it.

8056. Would it be a debt chargeable specifically upon the particular railway with which it was originally connected, or would it become merely an annuity payable by the Government?—It would become an annuity payable by the Government.

8057. Then the Government would come back,

would they not, to the position which we were in before Mr. Pitt passed his celebrated Act for establishing the consols, when we had a great variety of debts of different denominations?—Your memory of the history of that time is superior to mine.

8058. Would it not be the case that instead of having one consolidated debt they would have a great variety of debts?—Their present debt would remain of course as it is at present, and in addition to that they would have at their disposal a great variety of annuities, or you may call them debts,—in one sense of the term they are debts, but they are debts for which there is substantial property; therefore in another sense I should say that it is no debt at all.

8059. As you have explained that the annuity is not to be charged upon the particular railway, what would the public, who hold the annuities, have to do with the railways?—They would have nothing whatever to do with them.

8060. Then would it not simply be a public debt chargeable upon the property of the nation generally, upon the taxes?—No. Of course, if the Government so blundered in its proceedings as to purchase those railways for more than their real worth, then it becomes a debt chargeable upon the taxes, but if they managed it as I believe they would, there would not be a shilling charged upon the taxes.

8061. As regards the holders of the annuities, they would simply have a claim upon the general resources of the nation?—Yes.

8062. You do not mean that those annuities are to be mixed up with the particular railway which the Government sanction originated?—No.

8063. Then it would be simply an addition to the public debt of a great many denominations of annuities?—As I say, it is a debt in one sense but not in another.

8064. As regards the holders, how would it be?—As regards the holders they would have the public security.

8065. Then the Government would have simply so much more power than they have at present?—Yes.

8066. (*Sir R. Hill.*) If it were thought by Parliament that any advantage would result from consolidating those claims by taking a step similar to that which Mr. Pitt took long ago, would there be anything to prevent Parliament taking that step?—Nothing whatever.

8067. Then that inconvenience, if it should prove an inconvenience, could be entirely put an end to whenever Parliament thought fit?—Most easily.

8068. (*Mr. Ayrton.*) With regard to the lease which you propose to grant, have you fixed in your own mind any particular term for which the lease should be granted?—I think that no term should be fixed. One can more readily speak of any matter by referring to the practice in another case with which one is familiar. In addition to my having had the railways in my department, I have the packet contracts, and it has devolved upon me to prepare the form of tender for those contracts; and, with reference to the particular point which we are now speaking of, I may mention that we never put down, This is a contract for five years, or for seven years, or for ten years; but it stands in this form:—For what sum will you engage to perform this service according to the stipulations now presented to you (going at a certain speed, leaving at a particular time, and so forth); for how much per annum will you perform this service? and how much will you strike off if the contract be made certain for five years, or for seven years, or for any other number of years that you choose to specify? When we get tenders it is generally found that while the service would be performed for a certain sum if the contract were terminable on a notice of 12 months, it would be undertaken for a smaller sum, if made certain for five or seven or ten years. Then when we have ultimately to decide which tender we will accept we balance matters in our minds and consider whether the disadvantage of being bound for a certain period is more than counterbalanced by the lowness of the subsidy

upon which the service would in such case be performed.

8069. In that case you generally find as a principle, I presume, that the longer the lease is the less the rate that you have to pay?—Yes.

8070. Do you think that there is an accurate analogy between your entering into a contract for the conveyance of the mails by a line of steamers and a contract for the entire use of a railway?—Yes; I am not aware of any fault in the analogy.

8071. Is there not this fault, that in the one case the servant has only a small part of the undertaking, and in the other case has the whole of the undertaking?—I do not know how you can say that it is a small part of the undertaking in the one case and the whole of the undertaking in the other.

8072. Would not the analogy be more correct if yours was a contract for the conveyance of the mails by railway than if it is for the conveyance of the mails by steam-boat?—I do not see it.

8073. Has not a steam-boat generally other objects in view besides the mere conveyance of your mails?—So have railways.

8074. In the one case it is the whole undertaking, and in the other it may be a very insignificant part of the undertaking?—I do not see that myself.

8075. You do not think that the conveyance of the mails, which may be only a tenth part of the earnings of a steam-boat, is a different thing from a contract regulating the use of the whole of the steam-boat and all its earnings?—I see no essential difference in the comparison.

8076. (*Sir R. Hill.*) It is a difference in degree only, is it not?—It is a difference in degree; I do not see any difference in principle.

8077. (*Mr. Ayrton.*) Do you see any difference in the circumstances of a railway and a steam-boat in this respect, that the steam-boat can be sold and moved about to other places when the contract is over, but that a railway cannot; do not you see that difference in the analogy?—I do not think that it affects the analogy, but there is no doubt that as a fact you are correct in making that statement.

8078. Is there not another distinction, that in the one case the crew are a class of people that may be shifted about from vessel to vessel, and in the other case the establishment must be in its character permanent?—I do not see how that affects the analogy.

8079. You do not think that a person making a contract would be likely to consider that matter?—No; but even if he did, it does not seem to me to affect at all the principle upon which the Government should proceed.

8080. Do not you think that the lessee of a railway, who would be responsible for the duties performed by his servants, would have to consider the fact whether he hired the servants himself or not?—Yes; I think that that is a most important thing for him to consider; but as a matter of course, he should make his own selection.

8081. In making a contract with a steam-boat he has the selection of his officers?—Yes, certainly.

8082. If a railway were let for a year only, would you grant to the lessee the power of selecting his officers on the railway; and would you have the officers liable to be turned out at the end of the year?—Yes, every one of them. He is responsible for the management, pecuniarily and in every other respect, and his responsibility would, in my opinion, fall to the ground if he had not the selection of his own officers.

8083. Do you propose that the Government should prescribe exactly the trains that are to be run?—No, not at all.

8084. Then who is to secure the correspondence of the trains that you have mentioned if the Government have not the power to prescribe the trains that are to be run?—Without prescribing all the trains, I would secure a controlling authority to prevent breaks.

8085. I was asking you whether the Government should possess the power of prescribing the trains that are to be run, and you say not at all?—I say that I do

not advise that the Government should prescribe the trains.

8086. How will they obtain any correspondence of trains by their leases?—By reserving the power. There is a great difference between having the power and using it, and using it in a small degree and using it in a great degree. They should reserve the power to prevent those breaks and those obstacles which are now created.

8087. You would reserve, to them, probably, the power that is now reserved to the Postmaster General with reference to the mail trains, that is to say, the liberty, if he thought that the public interest required it, to interfere and prescribe a particular train to be run; is that the power that you would reserve?—I am not prepared to go so far as that. I am prepared to say that there should be a controlling authority. If there is any discussion as to the propriety of using it in any particular case the question might be referred to a prescribed tribunal or to arbitration; but power should be secured to prevent that which now occurs, namely, the creation of obstacles to the union of the trains of one railway with those of another.

8088. What I want to know is this: How is the Government to obtain from the public by the lease the profit which you suggest? Is it by describing at the time of the lease all those profits as conditions of the lease; or is it by the Government reserving to itself the liberty of directing the lessees in the enjoyment of their lease to do anything that the Government may require, or what?—I propose, as regards the particular matter now under discussion, that the Government should reserve certain powers.

8089. Will you define the powers that it should reserve?—Among other powers, that of preventing the lessee of one railway so managing as to throw unnecessary obstacles in the working of an adjoining railway.

8090. The two lessees being competitors would naturally claim, would they not, the right of carrying on their business each of them as he might think most advantageous to himself?—He might claim it; but if specific powers are given in the lease he would claim in vain if he proposes to benefit himself by injury to his neighbour.

8091. Is it your experience in the Post Office that when the Post Office claims any of these rights of regulating trains, it is expected to pay very heavily for the exercise of the right?—When we exercise powers which compel railway directors to run trains at times when the public do not require these trains we certainly have to pay heavily for them.

8092. Whenever you insert that power they make you pay heavily for it?—Yes.

8093. If the Government reserve to itself that right, would it not be a material element in fixing the rent to be paid that the Government possessed that power, and do you not think that it would diminish very much the rent to be paid if there were such an indefinite power in the Government to interfere with the traffic?—I do not propose an indefinite power. And as regards the matter in question, it must be remembered that the power may just as likely be used for the benefit of the particular lessee as for his injury; while it would prevent his injuring his neighbour it would prevent his neighbour from injuring him; therefore I think that any person who thought of becoming a lessee would not object to the existence of such a power in the contract.

8094. Have you considered the area that should be granted to each lessee of railway property?—No; my general idea is, that if the principle be approved and adopted the railway property will gradually become the property of the State; and as each addition is made a lessee would be required to take the management of that particular line. Ultimately, if all the railways should become the property of the State, then the railway territory would no doubt be carved out in that way which, upon the whole, was found to produce the best working and the lowest tariffs.

8095. In the meantime you would merely lease out

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the lines as they happened to be surrendered to the State?—Yes.

8096. Each separate line?—Yes, certainly.

8097. Are we to understand you that the option of surrendering the line is to be entirely with the Government, and not with the owners of the line at all?—Do you ask whether I suggest that the Government is to have compulsory power of purchase?

8098. No, that the option rests entirely with the Government whether they will accept the purchase of the line?—I cannot say, entirely, because it will rest equally with the proprietors; they may refuse to sell and the Government may refuse to buy.

8099. The Government is to have the power of refusing the offer, however reasonable the proprietors may think it?—Certainly.

8100. What reason have you for supposing that the lessees would be persons at all different from the present proprietors and directors of railways?—We know that in all other matters where companies of the kind are not formed, a person generally speaking chooses his profession according to his ability and his inclination. A man is not half a cobbler and half a blacksmith, but devotes himself to a single employment; and when that is the case we generally find, I think, the greatest amount of success. I think that if a few men of administrative power clubbed together and inspired others with sufficient confidence to advance them capital, and then gave themselves up entirely to the management of a railway, they probably would manage that railway very much better than an ordinary board of directors.

8101. Why are we to assume that the lessees would be individuals of this character rather than joint stock companies?—Because I think that they, with the prospect of an equal amount of gain, could underbid any joint stock companies in the tender. I think that able administrators giving their whole time and mind to the management of the railway would be able to conduct that railway so as to produce a given profit, though upon a lower tariff, than a body of ordinary directors.

8102. Do you find that that principle holds good in the tenders for the conveyance of the mails?—We have not an opportunity of judging.

8103. You offer tenders to the public to contract for the conveyance of the mails, do you find that those individuals whom you have described come forward to tender to convey the mails, or do you find that companies come forward to tender?—Generally companies; but sometimes an exceedingly small company. Take, for example, one of the best and largest contracts that we have had, namely, the one with Sir Samuel Cunard's company, I believe that there are only three or four persons, if there are so many, forming the whole company.

8104. Is not that now a joint stock company?—No.

8105. Do you think that you would find the individuals who would be requisite to carry on the business of lessees?—I think now that happily the law has been so amended as to enable persons to advance capital without the risks of partnership, such men as those I have referred to would have no difficulty in raising the necessary capital. Hitherto the law has interposed obstacles and given large companies special advantages.

8106. Have you observed at all the tendency recently, of commercial speculation to change from private enterprise to joint stock companies and large undertakings?—I have.

8107. Have you observed at all the general character of the direction of those joint stock companies that you see advertised in the papers?—I have observed that, in many cases, the boards of such joint stock companies are formed of most respectable men.

8108. Do you think that the character of those boards of directors offers any guarantee for better management than the character of the boards of directors of railway companies?—Yes; I think that in many cases it is so. In many cases I

think that the company is formed round about, as it were, an existing effective management, and that this management becomes the nucleus of the company. That has been so in many cases. Take, for instance, Mudie's Library. Mr. Mudie was a successful manager of a very large concern; a company is formed; but he is retained as manager. We know that was much the same in the case of Morrison, Dillon and Company.

8109. My question was with reference to the general character of the direction?—It is not a matter in which I have any very extensive knowledge. The cases that have fallen under my observation are very much of the kind that I have mentioned, in which there is an effective management and a company is formed round about it, the management remaining very much as it was.

8110. In the case of railway companies, would not a person who has been managing a railway be just as effective a manager as in the case you have put Mr. Mudie would be if he became a director of a new company?—If a particular railway was very ably managed under his direction, the probability is that those who might succeed as lessees would be only too happy to engage his services.

8111. (*Sir R. Hill.*) Would not the managers themselves frequently become lessees?—No doubt, they frequently would.

8112. (*Mr. Ayrton.*) That is to say, if they have the capital?—Or if they inspire capitalists with sufficient confidence to induce them to place capital at their command.

8113. But it would require considerable capital, would it not, on the part of the lessee of an undertaking which was to pay a rent of a million a year?—I do not think it would necessarily, because we know that the payments to a railway company are in ready money.

8114. Do you think it would be safe for the Government to lease property worth a million a year to a person of no capital?—I did not say so.

8115. Would not the Government expect the person to whom they were going to lease a property worth a million a year to have a considerable capital by way of guarantee to them?—The Government would expect that he should be able to afford them ample security that the terms of the lease would be acted upon. In our own contracts we require that security should be given to us in a certain sum, according to the magnitude of the service, that the contract will be really fulfilled.

8116. In that case the parties that make the contract produce all the property themselves for carrying out the contract, and own the property, do they not?—Not always.

8117. Ostensibly it is not their own property?—Not always. We require, as I say, security; but another person may give that security.

8118. Apart from the security in the case of the Post Office contracts, the parties who make the contract ostensibly own all the property that is required in order to carry out the contract?—Yes, generally they do.

8119. Therefore there is no analogy in that case, is there?—I beg to differ in opinion from you. I think there is.

8120. Is there not a great difference between owning a railway and not owning it. In the case of the lessee of a railway, the lessee would own nothing, whereas in the case of a contract with the Post Office he owns everything?—The circumstance which makes the things strictly analogous is this, that in both cases adequate security is required. Whether that security may arise from owning a particular property, or owning an estate in Australia, or having half a dozen of the leading merchants in London putting their names down for 50,000*l.* apiece, is a matter of indifference; we require in each case good security.

8121. Is it not a great difference, when one makes a contract, whether the person who is to fulfil it produces all the property for the purpose of fulfilling it, or whe-

ther you give him your own property to fulfil it with ?—Not so long as he gives you ample security ; that covers everything in my opinion.

8122. (*Sir R. Hill.*) Is there anything to prevent the lease requiring a weekly payment of the rental ?—Nothing at all.

8123. Then, in point of fact, all the security that would be required would be something sufficient to prevent the railway being thrown up by the lessees if they found that the lease was not profitable to them ?—Yes, and also for keeping everything in good working order and good condition.

8124. (*Mr. Ayrton.*) What would be a fair deduction to allow a lessee taking a lease of a railway, and who engaged to make an absolute payment of rent, for his own profits and risks ; what per-centage would you allow him upon his rent ?—The highest per-centage that competition would give him.

8125. In making an estimate, what per-centage would you allow ?—I do not pretend to say.

8126. If you lease the property the lessee expects, does he not, a certain rebate from its absolute value for his profits and the risks that he runs ; what would you allow him ?—I do not pretend to allow him anything ; I would allow him every farthing that competition would give him and nothing more.

8127. In making an estimate, how much would you allow ?—I do not require any such estimate.

8128. In making an estimate in your own mind of a transaction of that kind, you must make that allowance ; if you are going to buy property on the one hand, and to let it on the other, you must consider what you will allow from the absolute income for the lessee's profits and risks ?—It does not appear to me in the case now under consideration of the least use to make any such estimate. All the estimate that I have to make is, the amount necessary to meet the obligations incurred ; and that is rent.

8129. If you were going to buy property with the view of letting it again, how are you to insure that you will let it again so as to cover the interest on the purchase money unless you go into these considerations ?—You must judge as well as you can from all the kinds of evidence that you can collect, and you would consult persons well able to form an opinion as to the amount of rent that a third party would be willing to give for that particular property ; and before you strike your bargain you must be careful not to exceed in your purchase the sum which would be represented by the rent,—that is all.

8130. If you have not gone into this matter how are you able to suggest that the Government would let the property on a rent which would repay the interest that they would have to pay ?—I say that those who efficiently managed the department would make inquiries upon that subject before they made their purchase ; that they would satisfy themselves that they shall be able to obtain a rent corresponding with the amount of interest, and sufficient to pay the dividends that they engaged to pay before they say "aye" to the purchase.

8131. (*Capt. Galton.*) In what form would the security that you suggest should be taken for those leases be given ; is it to be a sum of money deposited in some particular funds or place ?—No ; all that I should require would be such a security as would satisfy any reasonable person that in case of defalcation the Government would be indemnified.

8132. I observe that you suggest that at the termination of the lease, or at any intermediate time, if either party desire it, the whole property should be assessed, and any falling-off made good by a money payment ?—Yes.

8133. If an insolvent company had undertaken a lease of the railway how would you get your money ?—You must have such security before you sign the lease as will satisfy you that that provision of the lease can be effective.

8134. In the same way I presume you would enforce that clause that any deficiency in a railway should be made good at any time ?—Yes.

8135. Then in letting those railways the lowest tender would not be the only thing that you would consider ?—No. In our own tenders we announce in every case that the Postmaster-General does not consider himself bound to accept the lowest tender or any tender.

8136. And you would therefore let the public department that was to make those contracts consider any circumstances connected with those different companies as to the responsibility of the parties and other conditions ?—Yes, certainly ; not only would I let them, but it would be their imperative duty to do so.

8137. Therefore do you think, in considering these sorts of questions, it would be possible that political bias could ever enter the judgment of the department and so have an influence upon its contracts ?—The responsibility to Parliament is such that I should think not.

8138. Has such a case ever taken place in the Post Office as regards contracts ?—No, certainly not, so far as the Post Office is concerned.

8139. Then you think that a Government department could be entirely freed from any bias of that sort, and that any contract made under a Government department of that sort might be made perfectly free from any political bias, and that is your experience of all contracts of which you have cognizance ?—No, I do not go so far as that.

8140. (*Mr. Ayrton.*) It does not rest with the Post Office, does it, to accept the tenders finally ?—No.

8141. (*Capt. Galton.*) If it was possible that such political bias could enter into the making of the contract, could not it also enter into the question of a strict enforcement of the contract, as for instance, if a company allowed the line to fall into disrepair and get badly worked, is it not as possible that the same influence might be brought to bear upon the Government to prevent the due conditions of the contract being enforced ?—Yes, in the same way that influence would be brought to bear still more strongly, I should think, upon any body of directors. But we see in countries abroad, where we believe there is certainly not more political honesty than at home, that the Government proprietorship seems to be very successful in its results, that the fares are low, and that the Government is not a loser thereby ; and we do not hear of those political influences.

8142. To what railways do you specially refer in regard to which the Government proprietorship produces those results ; have you cognizance of any railways, excepting the Belgian railways, or are there any others that you would refer to ?—I was referring chiefly to the Belgian railways ; bearing in mind those of France also.

8143. But in France is it not the case that the railways are practically in the hands of the companies just as they are in England ?—Yes, but there is a very important question that has to be decided from time to time about the concession of the railways. I do not pretend to be thoroughly versed in French politics, but I do not remember its ever having been alleged that a concession had been made from political or from private considerations. I should think that the very thriving character of the railways in France would show that the concessions have been honestly obtained.

8144. What are the advantages over the present system which you expect to derive from the purchase of the lines or the obtaining of the lines by Government, and then leasing them out to other companies ?—It involves many of the advantages that I have already had the honour of stating to the Commissioners.

8145. Are they stated in the paper which you have handed in ?—Yes, some of them.

8146. I presume that the principal of those great advantages is that you consider that a lease would afford a means of obtaining competition for the public at stated times which they cannot now obtain ?—Yes, that is so ; or rather I would not go so far as to say, which they cannot now obtain, but that a system of

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leases opens a door to any amount of competition in the management and makes it a safe plan for the Government to hold the property. I should not consider it a safe plan if the Government undertook the management.

8147. Then you look upon it as a great advantage for the Government to have the possession of the railways, provided the plan could be made safe?—Exactly.

8148. (*Sir R. Hill.*) It is rather an advantage to the public, is it not, that the Government should have it?—Yes.

8149. (*Capt. Galton.*) Why is it an advantage, except that it can obtain a reduction of the fares at stated intervals by competition?—To go over a little again the ground that we have gone over, I believe that if the Government is the proprietor of the railways, the railway property will not be damaged from time to time as it is now by the creation of such lines as the Trent Valley line.

8150. As regards the shareholders?—No, as regards the public. If the State holds the property, it becomes a question of the public, not of the shareholders.

8151. The damage to the railway property which now exists is a shareholders question, is it not?—Not merely a shareholders question.

8152. Is it not for the advantage of the public that as many railways should be made as can be made?—No, I think not. I think that if you have two railways where one will serve the purpose, the staff of officers upon each will not be so strong as it otherwise would be, and their management will not be so good, and the fares will not be so low.

8153. You mean if you have two railways running close side by side?—Yes; so as to compete with each other without creating a large addition to the traffic sufficient to make up for the competition.

8154. Take for example the two lines from London to Birmingham, do you think that if one line could carry the traffic between London and Birmingham it would be an advantage to the public to have only that line rather than that they should have the second line which they now have?—Yes; supposing of course that that line is sufficient for the extent of the traffic, and that you have a sufficient number of rails and so forth.

8155. Still taking the case of London to Birmingham, the London and North-western line runs from London to Birmingham straight, and the Great Western line by means of a divergence, is not it a great advantage to the public in the district through which the Great Western runs that that line should be constructed?—As I say, there are two kinds of advantage; if the railway belonging to the Great Western Company is sufficiently distant from the other railway as to make it much more convenient for a large number of persons to travel by it than by the first railway, then the country is benefited.

8156. But let us go to every case of competition which we can find in the country, take for instance the London, Chatham, and Dover line as far as Chatham; there are two competing lines, one of which runs by the side of the Thames, and the other line runs six or seven miles inland; is not it a benefit to the inland district to have that second line, though perhaps one line might have carried all the traffic that goes from London to Chatham?—No doubt it is a benefit to that district.

8157. (*Sir R. Hill.*) Is there any competition in respect of the intermediate stations?—I think none whatever.

8158. The two lines are not competing lines in respect of places which are not served by both, are they?—No.

8159. (*Mr. Ayrton.*) There are no competing lines in that sense?—I do not think there are; I think that competition is a mere delusion.

8160. (*Sir R. Hill.*) There is competition, is there not, as regards the traffic between London and Birmingham, or as between London and Dover, but not

as regards the traffic between the intermediate stations?—Precisely so.

8161. (*Mr. Ayrton.*) If there is no competition there is no evil to correct, and if the evil does not exist, there is nothing to correct in that respect?—Yes, there is; because you may have lines unnecessarily multiplied, and the country, generally, injured.

8162. (*Capt. Galton.*) Can you mention any instances in which lines have been unnecessarily multiplied?—Yes; I think the second line to Hastings and the Trent Valley line are cases in point.

8163. Do you maintain that it is not an advantage to the public that the line which runs through Lewes and goes to Hastings, and which serves one district, should be made, and also that the South-eastern line, which goes through Tunbridge to Hastings, should be made; is not it a great benefit to the districts which those two lines occupy, that they should both be made?—It is a benefit to the district, no doubt, and it would be a benefit to the district if you were to multiply lines by scores; but the question is, whether there is a balance of benefit to the State as a State, and the country as a country. I think that if at the time that the South-eastern company came forward, asking for their Bill for a second line, the first line had belonged to the State, they would have refused the second line.

8164. Would not that have been a great inconvenience to the people who live between Tunbridge and Hastings?—It might have been; but to remove that inconvenience the price was far too great.

8165. Is not that part of the argument a shareholders question?—No.

8166. (*Sir R. Hill.*) Are not the shareholders of railways part of the public, just as much as the residents at the small towns and villages which are served by those second lines?—Certainly; they are a very important and very numerous part of the public.

8167. In considering the interests of the public at large, would not it be a very great mistake to omit the shareholders as part of the public?—Certainly.

8168. (*Capt. Galton.*) If the shareholders are willing to advance their money for the construction of those schemes, is it the business of the State to see that they should advance it advantageously to themselves?—I think that the State would act very wisely in so legislating that those who undertake to construct a railway should feel secure that if they get a prize they will be allowed the benefit of that prize, and that no line will be allowed to be constructed really for the purpose of plucking it from their hands. I think that if railway proprietors generally felt sure that if they undertook to construct a railway they should be allowed to enjoy a reasonable profit from it, and that no new railway will come into competition with them, unless the general interests of the State require it, we should have very many more railways made than we now have.

8169. (*Sir R. Hill.*) If a line having been made between two towns, a body of shareholders wish to construct a second line between the same towns, and those shareholders are damaged, they have no right to complain, have they?—Certainly not; the second body of shareholders have no right to complain.

8170. The first body of shareholders are no party to the construction of the second line?—No.

8171. And therefore it cannot be said that the shareholders, meaning the shareholders of both lines, are consenting parties to this competition?—No.

8172. (*Mr. Ayrton.*) Are they not consenting parties in so far as the first company makes its railway with a perfect knowledge that it is in the power of Parliament, and that it is the practice of Parliament to grant other lines whenever there is a reasonable requirement for them in the opinion of Parliament?—In a particular case that I have referred to, the two Hastings lines, I happen to know that, so far as Parliament could be pledged by a committee, an assurance was virtually made that if the Brighton railway would only undertake the construction of the railway to Hastings a second line would not be allowed. The

Brighton Railway Company said, "We believe there is traffic for one line, but there is not traffic for two; and we will have nothing to do with it unless we feel secure against the creation of a second line."

8173. But are not all the public perfectly aware that the only assurances that Parliament can give are those which are contained in Acts of Parliament?—If they are aware of it I say it is an unfortunate state of things, in my opinion. It would benefit the whole country, even as regards the number of miles of railway, if the country felt assured that no new railway would be allowed unless the general interests of the country required it.

8174. Has any new line been allowed without the general interests of the country requiring it?—I believe that the second railway to Hastings, and the Trent Valley line, were allowed without the general interests of the country requiring them.

8175. That is a thing upon which Parliament are by the constitution the judges, and their opinion is different from yours?—Yes, but you ask me for my opinion, and I give it you.

8176. I ask you whether Parliament allowed that railway to be made, knowing that it was not for the benefit of the public?—So far as I am able to judge of it, that was so.

8177. Then, though it was not for the benefit of the country that it should be constructed, Parliament per- versely allowed it to be made?—Yes.

8178. (*Capt. Galton.*) If the State had purchased the railways in the way which you suggest, 20 years ago, would the country, in your opinion, have had as large an extent of railway communication as it now has?—Yes. I think that we should have had more communication where the necessities of the State require it, and less where the necessities of the State do not require it.

8179. You state that the plan which you propose will be attended with certain advantages which you have mentioned; and amongst those you state, "Facilities for so arranging the traffic of the country that as far as practicable passengers and goods may be conveyed on different lines." What does that mean?—That is following Mr. Hawkshaw's suggestion, that given a large amount of communication between two places, then instead of having upon both lines of railway goods traffic and passenger traffic; keep one line for passenger traffic, and keep the other line for goods traffic, so that all the trains on each may be going at equal speed; that is what I mean.

8180. Then you would take away the advantages which the public living upon the one line which is to be devoted to goods traffic now have, and leave them without any railway communication at all?—That, of course, must depend upon the extent of the through traffic as compared with the local traffic. In some cases it would not be wise to attempt to have such a division, but where the through traffic is very great, and where great speed is required, then I think there can be no doubt that the public safety and the public benefit generally would be much consulted by a division between the two kinds of traffic.

8181. You think that the public who live upon the line which you would devote to goods traffic should be sacrificed for the general good of the State?—If the general benefit is greater than theirs, they should be sacrificed.

8182. (*Sir R. Hill.*) Without sacrificing those people who live upon the line, the goods traffic might be retained upon each line so far as the intermediate towns were concerned, but that which may be called the through goods traffic or through mineral traffic might be thrown wholly upon one line, might it not?—Yes, wholly upon one; but so far even as the immediate neighbourhood of what you may call the goods line is concerned, if the people are willing to travel at the same speed as goods you might have passenger traffic; the great objection is travelling at different speeds.

8183. (*Mr. Ayrton.*) You would have Parliament, for the sake of the public revenue, depriving the people

along one line of railway of all the advantages that they now enjoy?—That is not my proposition.

8184. If you are to regulate the traffic, and make one line a mineral line and the other a passenger line, would you not deprive them of all the advantages that they now enjoy with regard to traffic?—No; I have just pointed out that where you have a mineral traffic you may have with perfect safety a comparatively slow passenger traffic. If the advantage of the people in the neighbourhood of the goods traffic of travelling very rapidly is to be procured at the risk of the lives of a great number of people who, between those two points, are going upon the other line, I think that advantage is too dearly purchased.

8185. (*Mr. L. Gower.*) Is it not a fact that the goods traffic is chiefly carried on at night, and the passenger traffic by day at present?—I do not think it is. I think a great deal of the goods traffic is at night, but there is a great deal by day.

8186. The chief portion is at night, is it not?—We all know that the goods traffic has been increasing, perhaps in many cases even faster than the passenger traffic, and therefore there are more goods trains, I believe, both by day and by night.

8187. I presume that the arrangement of carrying on the goods traffic by night and the passenger traffic by day is because it is found most convenient; would not that convenience be lost, supposing you were to devote one line entirely to passengers and another entirely to goods?—I do not see any loss of convenience. There is one great objection to goods travelling by night, that it is just at night when the danger is greatest, arising from the darkness.

8188. (*Mr. Ayrton.*) If the traffic, as now arranged by the railway companies, may be assumed to be conducted in a manner most convenient to the public so as to bring on the lines the greatest amount of traffic, would it not be a loss to the public if it were re-arranged in order to increase the public revenue?—You say arranged so as to be supposed to be best for the public. I do not partake in that supposition.

8189. (*Sir R. Hill.*) If it were advantageous to the public that the traffic should continue to run as it now does, would an intelligent board regulating those cases disturb the arrangement?—No.

8190. (*Mr. Ayrton.*) With regard to the leases, you have stated, have you not, that the lessee is not to have a fixed time, but that the railway may be leased from year to year?—I beg your pardon, I did not say so; I said that I should so frame the tender as to bring offers upon various understandings, and you would then judge which upon the whole was the best offer and accept it.

8191. You contemplate then the leasing of a line from year to year, or upon a term terminable at a year's notice?—I contemplate leasing it upon the best terms for the Government and the public, whatever they may be; I do not pretend to say, until I have seen the tender before me, which upon the whole is best.

8192. What power would you give to the lessee to make engagements with third parties with regard to the use of the line; would it be a power in point of time only co-extensive with his own term in the lease?—His power altogether would of course cease with his own term.

8193. Then you would deprive the railway companies of the power which they now possess of making engagements with the public for the use of the railway?—I do not know what particular power you refer to.

8194. Supposing a person builds a house at the side of a railway, and he makes a contract with the railway company that he shall have, in consequence of doing so, a ticket for a certain number of years; would the lessee possess the power of giving that ticket, or would the Government have to give the ticket?—The lessee would have full power to give such tickets for the period to which his lease extends; but he could not go beyond that term without the approval of the department.

8195. Supposing that the lease were for 21 years,

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when 10 years or 15 years of that term had run out he would only have power to make engagements for five years?—Not without the concurrence of the superintending department. If the superintending department says, "It is a good bargain, and the incoming tenant, we are quite sure, will approve of it, and we will give our concurrence," of course the engagement could be made.

8196. Then in all engagements extending beyond his own term he would have to obtain the sanction of the Government for the arrangement?—Yes, certainly.

8197. (*Capt. Galton.*) The next advantage you state would be, that the traveller has "greater securities against accidents, and also against assaults and robberies on railways by the establishment of a uniform system of signals, and by clauses in the leases imposing penalties for unpunctuality and other irregularities, and requiring that means should always be provided for enabling passengers to communicate readily with the guard." Why could not those advantages be secured equally at the present time if Parliament chose to legislate upon the subject?—It would depend entirely upon the nature of the legislation. We all know that as regards administration, the only safe kind of legislation, at least as far as my experience goes, is for Parliament to lay down certain principles and then give large discretionary powers to some administrative board; attempts to put details into an Act of Parliament are sure to fail.

8198. Have you contemplated that in those leases detailed arrangements for the management of the railways should be inserted?—Yes, as to certain matters; for instance, upon that very point to which you are now referring.

8199. To that extent you would diminish the responsibility of the parties who are working the line, the lessees, in matters of accident?—In one sense you may say that their responsibility would be diminished.

8200. In what way is it more desirable that the Government board who is to lease out the lines to those parties to work them should interfere in the details than that it is desirable that Parliament should interfere in the details?—As I say, it depends very much upon the nature of the legislation. If the Government choose to create a controlling power, giving them discretionary authority to impose this or that as an obligation with reference to security, that is one thing; if they attempt to put regulations into an Act of Parliament, which is not susceptible of correction with time, that is another thing; but there is also this distinction, that in the one case you would have no hostile feeling created; the matter would go into the consideration of the rent to be given, and the rent would be fixed upon those conditions. But if Parliament overrules everything, and says, for example, "From henceforth every railway train must have the means of communicating with the guard," you have at once a hostile feeling against you, and very likely in detail you will in some way be defeated.

8201. Are you not aware that Parliament puts into every railway Act of Parliament a clause stating that the railway company shall be subject to the provisions of any future general Act for regulating railways?—I was not aware of that. I take practical experience which shows us that no such interference is ventured upon.

8202. In fact, you do not see any reason why such means of ruling the traffic should not be put into an Act of Parliament as well as into a lease?—Yes, I do, for the reasons which I have stated.

8203. Except because it would incur hostility, you think?—That is one reason; the other would depend upon the nature of the legislation. If you attempt to insert detailed regulations in an Act of Parliament, I should consider it a most dangerous proceeding, and one which would be sure to fail. But if, laying down the proposition that railway travelling is at present too dangerous, and that it is necessary to make it less so, controlling power is

established to require certain specific things to be done, that is quite another thing.

8204. (*Mr. Ayrton.*) If the Government are to prescribe in the lease the rules under which the railway company is to act, what is the difference between that and an Act of Parliament, except that the one is a rule for a particular party, and the other would be the same law for all the lessees?—In the one case there is a power of alteration and correction always at hand, and if you find that you have made a mistake you can correct it at once; whereas in the other case the matter is fixed.

8205. How can you correct it when you have signed the lease?—You can provide in the very terms of the lease a power of altering it in any respect.

8206. Then it would be a reservation to the Government of the power of regulating the traffic from time to time?—Yes, upon certain specific points.

8207. (*Capt. Galton.*) I see that one of your methods of producing security is by the insertion in the lease of clauses imposing penalties upon unpunctuality and other irregularities; in what way would that be a minute interference. If Parliament were to pass a law saying that if trains were late there should be a penalty, that is not such a minute interference as you were suggesting, is it?—Yes, it is; particularly considering that the penalties ought to be so variable in magnitude.

8208. If you can enforce a penalty by a lease, why cannot you enforce it by an Act of Parliament?—In one case there would be the feeling of justice. There would be the feeling, "I have taken the concern upon this understanding. I have allowed for it in my rent, and therefore I have nothing to complain about." I think that it would be done with a very different feeling. There is all the difference between permissive and compulsory legislation.

8209. (*Mr. Ayrton.*) Considerable allowance would have to be made, would there not, in the rental, when a contract is penal, as compared with a contract that is not penal?—That would depend very much upon the reasonableness or otherwise of the regulations; if the regulations were judged to be reasonable and for the general advantage, bearing in mind the benefit that every railway has by every other railway being under good management, I do not think the regulations would cause much difference in the rent.

8210. Will not vessels carry the mails at a very trifling payment if there is no penalty, and do not they require a very heavy payment from the Post Office if there is a penalty?—Yes; but the penalty is imposed upon certain vessels under circumstances under which no penalty would be imposed at all upon other vessels. If we require that vessels shall start at certain times all the year round, whether there is traffic for those vessels or not, and that they shall go at a certain speed without reference to the state of the weather, and shall arrive at certain points in certain given times; of course, any one entering into such a contract as that, looks with a keen eye to the amount of penalties to be incurred if those obligations are not fulfilled.

8211. The amount that you pay depends, in fact, does it not, upon the nature and extent of the penalties imposed?—Not exclusively.

8212. What do you pay for letters conveyed in vessels without penalties, when you put the mails in them?—We pay them, generally, $\frac{1}{2}$ d. a letter, or to some ports 1d.

8213. What do you pay for the same letters when they are under strict penalties?—The sum varies as much as possible. I cannot mention any sum; it is, however, something very much higher.

8214. From 6d. to several shillings?—From 6d. to several shillings. I think, if I recollect rightly, in the Galway contract every letter that was carried cost 5s.

8215. (*Capt. Galton.*) The next point of advantage that you suggest is, "Facilities for obtaining, under comparatively safe arrangements, running powers, or yet better, for so adjusting the working of the

"different railways as to make the trains of every line coincide at the terminal points with those of its neighbouring lines." Why could not that be obtained under the present system if Parliament chose to pass a law?—Because so very many things must be and would have to be taken into consideration. If trains are within a few minutes of each other, then their not being made to coincide evidently arises from hostility on the part of one or the other.

8216. Is it always hostility; is it not sometimes the result of this, that the trains have to meet a very large number of trains at different junctions?—I dare say it is. All that shows that you must have a discretionary power which can take all the circumstances into consideration; and this cannot be done in an Act of Parliament.

8217. How can it be taken better in a lease; there would be those junctions to be made?—Yes. But in the lease you merely reserve the power to interfere; and under that power you can take all the circumstances into consideration and inquire, "why do you do so and so?" and "what is the object of this or that arrangement?"

8218. If Parliament gave the Board of Trade power to arbitrate upon the matter, could not that board take all the circumstances into consideration?—It could. Then I fall back upon my former position, that in the one case there has been a consideration for it that has told in the rent, and there is no feeling of unfairness; the thing is open and clear; whereas in the other case I think you would have hostility of every kind.

8219. Still it might be taken under the present system?—Not so well. Persons who are driven are not managed so easily as those who are led.

8220. (*Mr. Ayrton.*) Is not it the case at present that this want of correspondence between the trains merely arises from the mathematical impossibility of trains corresponding at so many different points?—No, that is not my belief; my belief is that in many cases it is intentional, in order to make the passengers travel by certain trains instead of by other trains.

8221. (*Capt. Galton.*) Another point that you mention is, "Facilities for abolishing the present varieties of gauge." How do you mean that to operate?—I mean to say, that if the property of the railways became invested in one body, the Government, and it should appear that the whole country would be benefited by having only one gauge, (perhaps even different from the existing gauges,) the Government would be in a position to provide for that.

8222. It would pay for altering the gauge, in fact?—It would have the power of judging of the matter, and determining, according to the result, whether it would or would not provide for its accomplishment.

8223. If the gauge was to be altered I presume the Government would have to pay for it?—Yes.

8224. In some way or other it would have to come out of the pocket of the Government, would it not?—Or it would tell in the rent. If lessees were satisfied that the traffic generally would be so much benefited that there would be a large increase, then the alteration in the gauge would of course tell in the rent.

8225. Still it would have to be paid for in one way or the other?—Yes.

8226. (*Mr. Ayrton.*) Why could not that be done without the Government interference?—Because at present you require that the proprietors of every separate railway should come into the arrangement.

8227. In fact, it is only in case you have a new gauge throughout the country?—If you had a new gauge throughout the country, or determined that either of the existing gauges should be made universal.

8228. (*Capt. Galton.*) Is it not a fact that the broad gauge now only exists in a very limited district?—I believe it is so.

8229. So that it would not affect more than that railway?—That depends entirely upon what might be the decision. As far as I am able to judge, it is a very unfortunate thing that the narrow gauge was adopted; and if it should be considered that even

now it would be well to widen the gauge, taking the country as a whole, then the Government would, I believe, come to that decision.

8230. (*Mr. Ayrton.*) If it would be profitable to the Government to change the gauge, it would be equally profitable to the Great Western Company to do the same?—Not necessarily, because the Great Western Company's interest is confined to its own particular line; nothing that the Great Western Company can do in that respect can affect the London and North-western or any other line.

8231. (*Capt. Galton.*) Are you aware that the Great Western railway has a mixed gauge on half of its line?—Yes. The inconvenience of different gauges must be very great. The broad gauge may essentially be by far the best, yet it would be a great inconvenience to have one railway different from all the others.

8232. After saying that you consider that the Government would have to pay a larger sum than the actual value of the railways in the market, how do you make out that one of the benefits would be the acquisition by the State of property of a greater value than the price of the railway?—For reasons which have been distributed through my evidence; but I will repeat them if you like.

8233. Will you briefly tell us why that is your opinion?—The circumstance that, as regards a large part of the debt upon the existing railways, Government is able to borrow money upon much lower terms, is one thing; and the circumstance that, owning the property, they would no longer be harassed by expectations of invasion from other railways, is another.

8234. (*Mr. McClean.*) Do you think that it is a sound commercial principle to use the general credit of the country for the purpose of purchasing any description of property at a higher price than its actual value, inasmuch as you say that there would be an acquisition by the State of property of greater value than its price, so that the State would purchase the property at less than its value?—It would purchase this property at less than its value to the State, but more than its value to the holder.

8235. Do you think that a sound commercial principle?—Yes, I do.

8236. And that it might be applied to other industries of the country, such as ship-building, or coal mines, or any other, and that in every case they might make a profit such as you have mentioned?—I do not think that they would. I think that if the Government undertook to build ordinary ships, or undertook to manage railways, they would not succeed.

8237. But might it be applied to the purchase of existing industries?—That depends entirely upon the character of the concern and how it is to be managed.

8238. Do you think it is a sound principle to use the same general credit to pay the shareholders more than their present dividends, or any profit derived from this source?—Yes.

8239. You think that that is a sound principle also?—I think so. I think that it would be such an advantage to the State to hold the railways, that it would be well worth while for it to offer an inducement to the proprietors to part with them; and this could be accomplished only by giving the proprietors something more than their present market value.

8240. (*Sir R. Hill.*) You do not anticipate any objection on the part of the shareholders, I presume, to their receiving larger dividends than before?—Not the least, judging from my own feelings as one shareholder.

8241. (*Mr. McClean.*) Taking the last paragraph of your memorandum, "Additional facilities for the conveyance of the mails, with a consequent increase in the number of posts," and so on; would you have any covenant that the mails should take precedence of the passenger traffic instead of being subservient to it?—I do not propose to insert anything of that kind; I propose to insert a moderate tariff, a tariff which I believe would pay the railways, and I would require that the mails should be carried according to that tariff.

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8242. I mean as to the regulation of the trains, would the mails be of paramount importance?—I do not propose to give up the power which the Post Office now has of requiring that trains for mail purposes should run at certain times and at a certain speed.

8243. If all trains carried mails then all would be under the guidance of the Post Office and be regulated by it?—No, it would be as it is at present. I think that the adoption of a tariff in the leases would be sufficient as there is a general power now existing requiring trains for Post Office purposes.

8244. (*Capt. Galton.*) Could not such additional facilities for the conveyance of the mails be obtained now by an Act of Parliament, if Parliament thought fit, without the purchase of the lines by the Government?—Considerable additions could be made to the facilities, but as I have said, in my opinion it makes an immense difference in the working of any Act of Parliament whether those concerned are working it willingly or unwillingly.

8245. (*Sir R. Hill.*) Is there not very great difficulty in effecting any change in Acts of Parliament?—I believe there is great difficulty.

8246. (*Mr. McClean.*) The Post Office is worked at considerable profit at the present time, is it not?—It is.

8247. (*Mr. Ayrton.*) Have you not now all the facilities that you like for the Post Office if you pay for them?—Yes.

8248. And you would get the same facilities under a lease; you would in point of fact have to pay just the same, in consequence of the parties taking that circumstance into account in the rent, that they would pay for the use of the line as lessees?—No, I think not; I think that competition would prevent that.

8249. (*Sir R. Hill.*) But would not the Post Office obtain much greater facilities?—Very much greater facilities, I think.

8250. And at a moderate additional payment for the additional facilities?—Yes.

8251. (*Mr. McClean.*) Then you would obtain, would you not, larger profits out of the railway system than you do at present, because you say that the Post Office makes a large profit at the present time by carrying letters, and the whole of that is made out of the railway system?—No, it is made very much in spite of the railway system.

8252. (*Capt. Galton.*) Could you make a farthing of profit out of the Post Office as it is at present administered without the use of the railways? Taking the quantity of letters that you carry, would not the expense of the Post Office greatly exceed its means if there were no railways?—No, I do not think it would.

8253. (*Sir R. Hill.*) Is it not a fact that the Post Office pays the railway companies a much larger rate per ton per mile than it paid to the old coach proprietors?—Yes, very much larger. Our work that is done by other means than by the railways, say by stage coach or by mail carts, is done less expensively than that done by the railways.

8254. (*Mr. Gower.*) Do you propose that the Government should deal with canal companies in the same way as with railway companies?—No, I do not enter upon the question of canals.

8255. You may not have considered it, but would not it, in your opinion, greatly deteriorate canal properties, supposing the Government meant to make the same proposal with regard to them as with regard to railways?—No, not unless the practical result should be a very large multiplication of railways upon this system.

8256. What I understand to be the practical result of your scheme is, that the rates upon railways should be generally lowered; if that should be the case there would be greater competition, would there not, between railways and canals than at present exists?—Quite so.

8257. And in that way it would seriously injure the canal proprietors?—It is very possible that it would.

8258. Do you think that it would be any hardship upon them that the credit of the State should be so used as to raise up competition against them, and therefore cause great injury to them?—I do not think it would be any hardship at all; it appears to me to be a legitimate commercial proceeding. The Government does not claim any monopoly, and I do not suggest for a moment that there should be any hindrance to the conveyance of goods by canals.

8259. I understood you to say that it would be a hardship upon one railway company if another railway were made through the same district; that would be done by merely private enterprise, but here would be a case of the credit of the State, to which all the taxpayers contribute, being used to the detriment of one set of proprietors and to the advantage of the public; do you think that no hardship?—No, I cannot understand that it is any hardship at all. The Government make such arrangements that persons can travel at lower fares, and have their goods conveyed at lower rates than at present without contributing a shilling of the public money for the purpose; and I do not see that any hardship is created.

8260. Supposing the Government were to establish a manufactory for the production and sale of goods, publicly using the public credit in order to do so, and competing with private manufacturers; would not that, in your opinion, be considered a hardship upon the private manufacturers?—They very likely would consider it a hardship, but I should not myself.

8261. (*Capt. Galton.*) In dealing with railways, would you not have to deal with the case of those canals which are now guaranteed by the railway companies?—I have not considered that question.

8262. (*Mr. Ayrton.*) The Government, I presume, would take over every collateral obligation which the railway company would be under?—Yes, certainly, all the obligations of the railway company.

8263. (*Mr. McClean.*) Are you aware that in Austria the Government have sold all their railways to a company?—No, I was not aware of that.

8264. And in Italy the same, and in France the same?—Not in France, I think.

8265. All the railways that were made in the time of Louis Philippe were sold to companies?—With great deference, I do not think that there is any single company in France that owns a railway.

8266. I mean companies with an interest extending to a 99 years' lease?—Yes, but the Government has a reversionary interest.

8267. (*Sir R. Hill.*) You do not consider that we in this country are bound to follow the example of Austria and Italy and France, do you?—No. We know that Austria and Italy are in very needy financial circumstances, and, happily, we are not in that state in this country.

SUMMARY OF OPINIONS held by Mr. FREDERIC HILL on the subject of RAILWAYS.

1. That it is expedient that the State should purchase the railways, but that it is not expedient that it should undertake their management.

2. That while the purchase of the railways might be made in single payments by the creation of a corresponding quantity of Government stock, such creation is not necessary, since the purchase could be effected by means of a fixed annual payment, like the rent of a Scottish feu, and in the form of a dividend on the shares of each railway, and of interest on its bonds.

3. That the rate of dividend and of interest should, in each instance, be a matter to be freely agreed upon between the railway proprietors and the Government without resort to compulsion; any railway, in the event of a failure in the negotiation, to remain, so long as the failure continues, in the hands of the present owners.

4. That the Government should let each railway on a lease, as a landed proprietor lets a farm; such lease to be either for a number of years, or terminable at a moderate notice, as may, in each case, be judged most expedient.

5. That the rent to be demanded should, in each instance, be sufficient to pay the dividends, the interest on the bonds and all incidental expenses—in a word, sufficient to make the railway self-supporting.

6. That, other things equal, a railway should be let to those parties who, while undertaking to pay the required rent, will agree to adopt the lowest tariff of charges, as well for passengers as for goods.

7. That the leases should be so framed as to empower the Government to require that all due precautions be taken for safety, such as observance of punctuality, and affording means of communicating with the guard; and also for the conveyance, at a moderate rate of charge, of the mails.

8. That the leases should further provide for keeping the railway, bridges, viaducts, and embankments constantly in a good state, and for maintaining the rolling stock at its full value; and that to attain these and other objects, frequent Government inspection should be made, and the lessees should be bound immediately to make good any deficiency.

9. That at the termination of a lease, and at any intermediate time, if either party desire it, the whole property should be assessed, and any falling off made good by a money payment; while, on the other hand, the company should be indemnified for any increase in value, provided the consent of Government shall have been obtained to the measures causing such increase.

10. That if the increase in value be large, and it be deemed inexpedient to pay for it out of the National Exchequer, the necessary funds may be raised by the creation of additional shares in the railway.

11. That under a like arrangement for raising the funds, the Government should give their consent, from time to time, to the construction of new branch lines to a railway, or to a prolongation or other alteration in the main line.

12. That as respects the construction of lines altogether new, the Government might either agree beforehand on what terms (either by means of a single payment or in the form of a dividend) they will buy the line, provided the work be well done, or allow the business to proceed spontaneously, as at present, the proprietors being at liberty, when their railway is complete, either to continue their ownership, or, upon terms to be mutually agreed upon, to sell the railway to the Government.

13. That the plan described in this summary might be tried experimentally by the purchase, in the first instance, of some one railway, or, say, of all the Irish railways.

14. That the plan would be attended with the following benefits:—

(1.) The acquisition by the State of a property of greater value to it than its price.

(2.) The receipt by the proprietors of railways of a dividend somewhat higher than that of which, if the railways remained their own property, they could have any reasonable prospect; such dividend, moreover, being rendered certain in amount, and free, therefore, from its present liability to great fluctuation.

(3.) A cessation, to a great extent, of fierce struggles to obtain legal authority to construct new railways, with the consequent saving of the cost of such struggles, of the time and attention of Parliament and of the directors of railways and others, the saving of the expense of making railways which are not really needed, and the prevention of all unnecessary invasion of private property or of places set apart for public recreation.

(4.) A large reduction in the fares of passengers and in the freight of goods; with the consequent increased facilities for locomotion and for the further development of trade and agriculture, especially in the latter case, by the greater ease that would be created for the intermixture of different kinds of soil and for the conveyance of manure, including town sewage.

(5.) Facilities for obtaining, under comparatively safe arrangements, "running powers," or, yet better, for so adjusting the working of the different railways as to make the trains of every line coincide, at the terminal points, with those of its neighbouring lines.

(6.) Greater securities against accidents, and also against assaults and robberies on railways, by the establishment of a uniform system of signals, and by clauses in the leases imposing penalties for unpunctuality and other irregularities, and requiring that means should always be provided for enabling passengers to communicate readily with the guard.

(7.) Facilities for so arranging the traffic of the country that, as far as practicable, passengers and goods may be conveyed on different lines.

(8.) Facilities for abolishing the present varieties of gauge.

(9.) Additional facilities for the conveyance of the mails, with a consequent increase in the number of posts and in the celerity of communication, and removal of the chief difficulty for the establishment of a parcels post.

The witness withdrew.

Mr. THOMAS SHAW examined.

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8268. (*Chairman.*) I believe you are the traffic manager of the Irish North-western Railway?—Yes, I am.

8269. Can you tell the Commissioners what has generally been the position of that company in point of finance?—I am sorry to say that our position is not very flourishing at the present time, although the traffic receipts are very much improved this current half year, and we are earning, as near as I can reckon, about at the rate of 2 per cent. on our preference stock, which is nearly the whole of our capital; but we are prevented from applying it in that way by the very heavy incumbrance of immediately pressing debts.

8270. Then, in point of fact, at present your ordinary shareholders are receiving nothing?—Nothing.

8271. And your preference shareholders are receiving nothing also?—Nothing.

8272. What is the length of your line?—The main line is 122 miles; there is a branch of nine miles, and there is another branch of $15\frac{1}{4}$ miles, which is partly owned by other companies.

8273. (*Mr. McClean.*) What was the cost of the line?—About 13,000*l.* per mile, including plant.

8274. Was it made by contractors?—No, it was made by the company in the usual way by share capital.

8275. What is the amount of the share capital?—The original share capital is very small, it is only 171,000*l.*

8276. Does that apply to the whole line or only to a portion?—To a portion of the present line. I should mention that the Irish North-western line,

as it now stands, is composed of two lines, the Dundalk and Enniskillen, and the Derry and Enniskillen. Those were two lines starting from the two ports of Derry and Dundalk, and terminating at the common point, Enniskillen.

8277. Then the capital that you refer to belongs to that line?—Originally our company was the Dundalk and Enniskillen, and we lease the Derry and Enniskillen line; we pay rent for it.

8278. You guarantee a certain rent upon the purchase as payment?—Yes; we pay 26,000*l.* per annum.

8279. At what rate upon your capital?—It pays them about 5 per cent.

8280. Are you able to pay that out of your resources?—We must do it; it is the first charge upon our revenue, next to interest on debentures.

8281. And have you paid it up to the present time?—We pay it every week, by a cheque for 500*l.* every week.

8282. (*Mr. Ayrton.*) What additional obligations have you of guaranteed capital or debt before the ordinary shareholders are paid dividends?—We have a bonded debt of 154,000*l.*

8283. What is the annual charge for your debt?—We have paid the last half year 6,000*l.* for interest upon it.

8284. Is there any other preference capital?—There is a Government loan of 69,000*l.*, the principal and interest of which is commuted to an annual payment of 5,369*l.*, to terminate in 1883.

8285. Have you any other preference capital?—There is debenture stock irredeemable, 54,000*l.*

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8286. What is the annual charge for that?—5 per cent.; that would be 2,700*l*.

8287. Have those branch lines any preference stock, or are they paid out of borrowed money?—Between Cavan and Clones it is preference capital, but there are four lines subscribing to that.

8288. How much have you to pay?—We subscribed 49,000*l*. to it.

8289. What is the annual charge for it?—It is subscribed out of our preference stock, and that is not receiving anything.

8290. That is, not in addition, it is part of the preference stock?—It is part of our capital.

8291. How is the other branch line paid for?—Also out of the preference shares of the company.

8292. Have you given the whole annual charge in preferential capital?—We have bonded debts that are due and coming to maturity at the present time, 23,000*l*. in this year; those we have to take up, and this sum we are actually making up out of our receipts on the line in preference to getting money at the rate at which we should have now to get it, 8 or 9 per cent.

8293. That is the floating debt?—It is an outstanding debt.

8294. (*Mr. McClean*.) What company has joined you in the subscription to the Cavan and Clones line?—The Ulster line subscribed 30,000*l*.; the Dublin and Drogheda, 20,000*l*., and the Dublin and Belfast Junction, 20,000*l*.

8295. Can you work in harmony with those three companies?—Yes. This is a line which is rather peculiarly circumstanced. It is a link line connecting the Midland Great Western system with our own and the Ulster systems, and inasmuch as it might have been made a medium of communication between Dublin and the north, in opposition to the Drogheda and Belfast Junction Companies, they participated in the ownership of it.

8296. And they assist in the obstruction that takes place to passenger traffic at Cavan, I suppose?—No; they do not interfere with the working of the line at all.

8297. What is the cause of the great difficulty in booking through between your line and the Midland Great Western?—The prime cause of it is the alteration that was made in the trains between Dublin and Belfast.

8298. By whom?—By the three companies forming the service; the Ulster, the Belfast Junction, and the Dublin and Drogheda.

8299. You gave the name of the Ulster line, did you not, as one of the lines which subscribe to your Cavan and Clones line?—Yes, but we work it; it is managed by a separate board, and we work it at 2*s*. a mile. In the year 1863, immediately after the Ulster line was made down to Clones, we framed a time table for the Clones and Cavan line, in concert with the manager of the Ulster Company, which suited very well, and it was working up to the 1st of June last, therefore it was in operation for about two years, and gave great satisfaction. But on the 1st of June last the coast lines, as we call them, between Belfast and Dublin, made such a serious alteration in their trains that we were obliged to alter our main line trains, joining them at Dundalk, because a great portion of our traffic is traffic in connexion with Dublin, and we must run our main line trains to suit their trains at Dundalk. The alteration of our main line trains necessitated an alteration on the Clones and Cavan branch, and with the limited number of trains on that line (and there are as many trains as the present traffic, ordinarily speaking, would justify, four trains each way per day,) we found it impossible to fix the hours of those trains, so as to complete the connexion with our main line, and also with the Ulster line. These things are very awkward to arrange.

8300. There was no intentional obstruction on the part of either company, was there?—Not the least.

8301. What is the nature of the traffic on your

line?—The passengers are principally third-class; the goods are agricultural produce, and such goods as the people of an agricultural district require. There is not much manufacture, it is not a manufacturing country at all.

8302. Do you think that the receipts would be improved if you lowered the rate for third-class passengers?—You might say if we lowered the rate for third-class passengers for long distances, say distances over 20 miles, we might have more passengers.

8303. Say from Dublin to Londonderry?—I have no doubt that a decrease of the fares would increase the number of passengers.

8304. Why do you not adopt that course?—I doubt very much whether an increase would follow immediately equivalent to the decrease of the fares.

8305. Does that prevent you trying the experiment?—We have tried the experiment in several cases. We have tried the experiment of market tickets to neighbouring market towns, and with the exception of one instance they are not a success.

8306. Have you tried any general reduction of rates for cattle or sheep or pigs?—Since I joined the company I have remodelled the cattle rates, and I think that probably they are as moderate as any cattle rates in Ireland. But the cattle traffic has been so seriously interfered with by the bad seasons that it is not so good as it was three years ago.

8307. There is no falling off in the number of cattle in Ireland, is there?—Yes, there has been a serious falling off, but it is now recovering.

8308. Can you state generally why you think that your line does not pay a dividend; is it owing to the great cost of construction, or to the large capital, or is it from the want of population in the district?—It is not a populous part of Ireland by any means. It is purely agricultural. There is not a single manufactory nor a single mill, except one that is a flax mill, on the whole line. Of course there are corn mills here and there, but even the corn trade is done mostly now by the port mills, and we carry the manufactured article instead of raw grain mostly.

8309. (*Capt. Galton*.) Has not the line been a very expensive work?—The line has cost about 13,000*l*. a mile, including plant, &c.

8310. Could not a line have been made through that district on a much more economical principle?—It was made very early, and I think at the time that our line was made probably they could not have done better than they did.

8311. (*Mr. McClean*.) Have you sufficient plant to work the line?—No, I think not; we are short of waggons.

8312. And have you too few trains?—No, I think the trains are ample to accommodate the traffic that we have.

8313. (*Capt. Galton*.) How many trains have you between Londonderry and Enniskillen?—On the Derry portion, between Derry and Omagh, which is the best portion of the line, we have seven trains each way per day.

8314. On the rest of the line how many have you?—Between Omagh and Enniskillen we have five trains per day, and between Enniskillen and Dundalk four trains.

8315. Is there not much traffic out of Dundalk?—Not so much as at the Derry end of the line, which is by far the better end.

8316. (*Mr. Ayrton*.) Is it a single line all the way?—Yes, it is a single line all the way, except about nine miles between Omagh and Newtown Stewart.

8317. (*Capt. Galton*.) How long did you try those market tickets of which you spoke?—They are in operation at present.

8318. When were they established first?—Some of them about twelve months ago; others of them about six months ago.

8319. Do not you consider that it requires fully twelve months before you can judge of the effect of tickets of that sort?—I think not.

8320. Have not the people to get accustomed to

travel by railway, instead of going in their own carts to market?—In the one instance that we have tried, from Inniskillen to Dundalk, the success was almost immediate. I should say that in two months' time, probably, or less than that, the success was as great as it has ever been since.

8321. What are the towns between which you issue them now?—We issue them to Enniskillen and back from three or four stations on each side, and also to Omagh and back, and we take them at a halfpenny per mile; it is a halfpenny per mile there and back; it is a single third-class fare.

8322. (*Mr. Ayrton.*) Have you ever had any proposal submitted to you by any person for bringing traffic on the line at reduced rates which you have refused?—Nothing beyond this,—that every railway manager is in the habit of receiving letters from the public, asking for reductions of rates, and a corresponding increase of traffic is promised. Of course he must exercise his judgment; he must make inquiries, and be guided by his judgment upon the information which he receives.

8323. I referred to specific proposals from persons engaged or desiring to engage in any particular business on your line, that they would bring more traffic on the line if you would give them a reduction of rates?—No, not that I am aware of.

8324. Have you any reason to suppose that any traffic is kept off the line by the rates that you charge?—No, certainly not.

8325. (*Capt. Galton.*) If a person came to you and said that he would guarantee you a certain quantity of traffic, you would then be prepared to give him a reduced rate, would you not?—The view that I should take of it would be this: if I saw that there was a particular traffic to be cultivated between any points, and if I found that the rate was obstructive, and that by making some concession an increase might be made, I should then take up the question as a general question, not in favour of an individual, and then of course every individual would get the advantage of it; but we do not, as a principle, make preference rates for individuals.

8326. (*Mr. McClean.*) Do you carry much coal on your line?—We do carry a good deal of coal, when we take into consideration that there is but little manufacture on the line. But our coal traffic is seriously interfered with by the local bogs; there are bogs all through the line. We reduced our coal rates fully 20 per cent.

8327. Why do you desire to give preference to coal over peat or bog?—That is at the option of the public.

8328. Merely for the purpose of getting traffic?—Yes, merely for the purpose of getting traffic.

8329. Do you book through with the London and North-western Company?—Yes, we do.

8330. From Dundalk?—From most of our stations to a great number of theirs. I have a list of stations here that we do book through from and to. On one side you will find our stations in Ireland, and on the other the stations in England.

8331. Both for goods and passengers?—Yes; both for goods and passengers.

8332. (*Mr. Ayrton.*) Is not your line rather different from all other lines with regard to its capital; that it has a very small amount of general capital as compared with the guaranteed and loan capital?—It has a very small amount of original shares, only 171,000*l.*

8333. What is the amount of the whole of the other capital?—The paid up preferential share capital is 469,000*l.*

8334. Therefore you are overwhelmed by your preference charges?—We are not paying them anything, therefore we are not draining our exchequer at present; but we are overwhelmed by our immediately pressing debts,—bonded debts, debenture debts, and floating debts.

8335. (*Mr. Glyn.*) Did I correctly understand you to say that you paid off 23,000*l.* worth of debts out of

your net earnings?—No; but we have during this year bonded debts coming due to the amount of 23,000*l.*, and as they are becoming due we are paying them off out of our present revenue. If we could be relieved of this dead weight, this excessively oppressive immediate weight of debt, we should then be in a position to do something.

8336. (*Mr. Ayrton.*) What was your surplus income over your earnings in your last statement of account?—The last half year the total receipts were 42,000*l.*

8337. What were your working expenses?—The working expenses were 22,000*l.*

8338. Then you had a net income for the half year of 20,000*l.*?—No, we have to pay the rent of the Londonderry line.

8339. Apart from the payments from capital you have an income upon the working of the line?—I should explain that part of our line is held under lease, and we must pay the rent upon it out of our net earnings before we can apply the revenue.

8340. That, in fact, is in the nature of preferential capital?—It is a debt which has preference before everything else except debentures; 42,000*l.* is the half-year's earnings, and out of that we have to pay 22,000*l.* for working expenses.

8341. How is it that the working expenses are so large in proportion to the earnings?—Because a large proportion of earnings is goods traffic, and we have done a great deal of repair to the permanent way during this half year, which has made the expenses rather heavier than they would have been otherwise.

8342. That is a special increase for the half year?—It may be an increase probably of a couple of thousand pounds. Then we had to pay the Londonderry Company 13,000*l.* for rent. That left about 7,000*l.*

8343. Then the rent that you pay is in the nature of a preference rent for that part of the railway, or do you think that your earnings upon that part of the railway which you have taken in lease are equal to the rent and working expenses?—Somewhere thereabouts; I think that there would be very little balance; it just about clears itself.

8344. If it were made a separate line and the amount were kept separate you would not have to pay anything out of the earnings of the other lines to make good the deficiency?—I believe that it just about clears its way and no more.

8345. (*Mr. McClean.*) Have you competition at any junctions with other companies?—Yes, we have very severe competition from the Ulster Company.

8346. For traffic between Londonderry and where?—For port traffic, cross-channel traffic. The Ulster Company taps us at two places, at half way on east of our two arms of railway, Clones and Omagh. Their object is to make Belfast the port for our district.

8347. Your object is, I suppose, to make Dundalk the port?—Our object naturally is to keep the traffic on our own line.

8348. (*Capt. Galton.*) And to take it either to Dundalk or to Londonderry?—The Scotch traffic to Derry, and the English traffic to Dundalk.

8349. (*Mr. Ayrton.*) You stated that your traffic had increased of late, what was the cause of that increase?—There has been an increase in both passengers and goods. The increase in the passenger traffic I attribute in a great measure to the fine season that we have had; I think that that has encouraged travelling very much, but I do not think that the Exhibition has done very much for us. We are rather out of the way of it. The increase in the goods traffic, I think, is attributable to the more prosperous state of the country generally, and the somewhat larger increase in the cattle traffic.

8350. Do you anticipate any further increase from year to year?—Yes, I hope so.

8351. (*Mr. Gower.*) Could you mention what the corresponding increase has been this year and the two last years?—Yes, I have a statement of the weekly receipts from the beginning of the year 1861

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up to the present time. In the receipts of the present half year there is an increase every week, and the average weekly increase is 240*l*.

8352. (*Mr. McClean.*) On both passengers and goods?—Yes, on both passengers and goods; taken together it is about 15 per cent.

8353. (*Mr. Ayrton.*) Do you find that the board of directors, in consequence of the smallness of your net profits, pay very little attention to the affairs of the company, and look upon it as a hopeless concern, or do you think that they conduct it with as much activity as any other board of directors?—No, I think that the directors have great hopes of the concern working itself through in time; but it will take some time, it is so severely logged with debt.

8354. Do you find any activity in the management of the board, or do they take very little interest in the affairs of the company?—No, the board take great interest in the affairs of the company.

8355. Do they look after the company and do any share of the work?—A number of directors are residents in Dublin, who, of course, do not move down the line as frequently as those who live on the line.

8356. Do you think generally that they take an interest in the administration of the line, as much interest as other directors do on more profitable lines?—I think so.

8357. (*Mr. McClean.*) Have you ever tried to amalgamate your line with the Ulster Company, so as to prevent this competition which you say exists?—I am not aware of it.

8358. Do you think that it would be beneficial to the country to have an amalgamation with the Ulster system?—I think if the whole of the four lines north of Dublin were amalgamated it would be a great advantage, and I think that they might be worked together with advantage to the public as well as to the proprietors.

8359. (*Capt. Galton.*) Do you think that it would be an advantage to the proprietors?—I think so.

8360. (*Chairman.*) There is not business enough, I suppose, to bear competing lines?—No; there is not sufficient traffic in the country to warrant very low fares or experiments; and in such a state of things as where they oppose one another, the receipts must necessarily be not very much.

8361. (*Mr. McClean.*) If the companies were amalgamated I suppose the first thing would be to raise the rate and fares?—I think not.

8362. Then how would you pay better if the four companies were amalgamated into one concern?—I think that they might be worked more advantageously, and with greater economy.

8363. Where would the saving take place; would it be in the mere management?—In the management.

8364. That would be a very small item, would it not?—I think that the communication between Dublin and our own system might be very much improved if the railways were amalgamated.

8365. (*Capt. Galton.*) You mean all the lines north of Dublin?—Yes, all the lines north of Dublin.

8366. (*Mr. McClean.*) Including the line from Cavan to Clones?—Yes.

8367. Would you go further south than Cavan?—No, I think not. I think you might leave that to others. The Midland system does not interfere much with us nor we with them.

8368. What would be the effect of amalgamation upon the different ports?—I think that each port would take its legitimate traffic.

8369. How would you get the traffic; would it not be in the hands of the railway company to send the traffic to any one of the ports. Suppose, for instance, that the London and North-western Company made arrangements with your company, would they not try to get the whole of the traffic by Dundalk from Londonderry?—I think not; I think that they would try to take the traffic by whatever port was most convenient, and whichever was the most convenient port could be worked with the greatest economy. For

instance, take Clones as a point, Dundalk is the nearest port for that.

8370. Take Derry, would the traffic go to Belfast or to Dundalk?—I think it would go to Dundalk.

8371. (*Capt. Galton.*) Would not the effect be that the railway company would try to take the traffic over the longest route in order to charge the highest rate?—I think not. I think it would be very foolish for any railway company to try to force traffic out of its natural route.

8372. Is it not the case that it is tried to be forced practically on railways?—Not except where there is competition. When companies go to war with each other, of course they would try to do so.

8373. (*Mr. Ayrton.*) Would the adoption of one port rather than another depend upon the extent of the steam-boat communication?—No doubt the extent of steam-boat communication would greatly affect the railway traffic to any port.

8374. (*Capt. Galton.*) You stated that you thought that the advantages of amalgamation would be first a saving in the expense of management; what other advantages do you assume would accrue?—I think one of the immediate results would be a better communication between Dublin and our district. I do not think that the service between Dublin and our district is quite as good as it should be.

8375. And whose fault is it that it is not so good as it should be?—I think that it is from the fact of the line being under three different companies.

8376. How many companies are there between you and Dublin?—There are two between us and Dublin, and ours makes the third.

8377. Do not those companies run in connexion with each other?—Yes.

8378. Do not your trains run in connexion with theirs?—Yes, some of them do—three trains a day each way. I think that the charges are too high between Dublin and our line.

8379. You think that the aggregate of the local charges is too great?—Yes; I think that if it was all one line the rates would be modified, and a development of traffic would take place.

8380. (*Mr. Ayrton.*) Are their mileage rates higher than yours?—The through-fares between Dublin and our line were made up by adding the local fares together, and the line goes round an angle, almost a right angle, and of course in comparison with the distance actually traversed that makes the rates very high.

8381. (*Capt. Galton.*) Do the two companies charge their full Parliamentary rates?—No, I do not think they do. I think that they charge 2*d.*, 1½*d.*, and 1*d.* per mile for passengers, the same as we do ourselves.

8382. You think that the rates are too high to bring traffic on the line?—Yes; I think that there should be something allowed for that angle.

8383. Is there any other advantage which you would apprehend from uniting the railways together?—No, there does not anything strike me particularly.

8384. (*Mr. Ayrton.*) It is not apparent why the rates should be lowered if it is one company; why should not they continue to charge a mileage rate as they do now according to the distance round?—Because the traffic would be developed, and there would be more traffic between Dublin and our district if the rates were lower.

8385. Why should the rates be lower when the three companies are one than they are now, when they have to divide it amongst them?—Because the line being in one hand they would then have a greater interest in it, and they would have perfect unity of interest.

8386. (*Mr. McClean.*) Is there any competition now between Clones and Belfast; how does a passenger go at the present time from Clones to Belfast?—By the Ulster line. There is no competition whatever for traffic passing between Clones and Belfast; but there is competition for cross-channel traffic between Clones and England. For instance, there is the Newry and Armagh route lately opened, and

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there is our own Dundalk route, and the Belfast route. But for any traffic passing between Clones and Belfast proper there is no competition whatever.

8387. (*Capt. Galton.*) You stated that you suffer from competition at Omagh and Clones; where does that traffic go to?—To Scotland and England.

8388. Does that traffic obtain very reduced rates in consequence of the competition?—Their through-rates are about the same as our own.

8389. You have agreed, I suppose, between you, to charge certain rates?—No, they charge rates entirely independent of us; but they charge lower rates from Clones, in proportion to the mileage, than they do from other parts of the line.

8390. And you charge lower rates as well?—No, we do not. Our distance to the port is 40 miles and theirs is 64.

8391. They bring their rates down to yours, do they?—Not quite; but they bring them lower than the rates would be if carried out at the mileage charge upon other portions of the line.

8392. And your line does not communicate with any line at Londonderry, does it?—No.

8393. Is that a great inconvenience to you?—No; I do not know that it is.

8394. Have you any traffic on your line that would go through Londonderry, or to the Northern Counties line, if there was a communication made?—There would be some flax traffic, I have no doubt, from Strabane, that would go that way.

8395. (*Mr. McClean.*) Are there any very large mills on your line?—No.

8396. (*Capt. Galton.*) Was the flax that you were speaking of formerly carried by the Northern Counties line till the Omagh Junction was made?—No doubt it was, but it would go by canal from Strabane to Derry.

8397. Do you receive any payment from the Northern Counties line not to compete with them?—We have an agreement with the Northern Counties Company, by which they make a sort of common purse system of traffic between Derry and Belfast.

8398. The result is that they make a payment to you?—They make us a certain allowance of the receipts.

8399. That amounts to about 600*l.* a year, does it not?—About 800*l.* a year, I think.

The witness withdrew.

Adjourned to to-morrow at half-past 11 o'clock.

Wednesday, 15th November 1865.

PRESENT :

SIR ROWLAND HILL, K.C.B., F.R.S.

J. A. ROEBUCK, ESQ., M.P.

A. S. AYRTON, ESQ., M.P.

CAPT. DOUGLAS GALTON, R.E., C.B., F.R.S.

E. T. HAMILTON, ESQ., M.P.

WILLIAM POLE, ESQ., F.R.S., *Secretary.*

THE RIGHT HON. LORD STANLEY, M.P., F.R.S., IN THE CHAIR.

WILLIAM GALT, ESQ., further examined.

W. Galt, Esq.

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8413. (*Chairman.*) Before the Commissioners put any questions to you I would ask you whether there is any explanation or addition to your former evidence which you wish to give?—Yes, there is one explanation that I wish to give. If you refer to Question 7446, you will see that the question is, "If the Government paid the bonus the interest would be about equal, would it not, to the dividends that the shareholders now receive?" I assented to the correctness of that proposition. I misunderstood the question. The answer should have been, "No, the profits would have been divided between the shareholders and the Government, the shareholders having one-third and the Government two-thirds." To make that explanation more clear I will suppose a case, and then we shall see exactly how the account would stand. We will take a railway with a capital of

1,000,000*l.* sterling; viz., 10,000 shares of 100*l.* each, and paying 5 per cent. to the shareholders, would produce a profit of 50,000*l.* a year, and the shares would be bought in the market at about par. If the Government purchased the line and gave the shareholders a bonus of 15 per cent. they would pay 1,150,000*l.* To borrow that sum at 3½ per cent. they would pay 40,250*l.* per annum, whilst the Government would receive 50,000*l.* per annum, about one-third profit to the shareholders, and two-thirds profit to the State.

8414. (*Mr. Ayrton.*) Can you buy shares in the market giving a dividend of 5 per cent. at par?—Yes, that is the general price; sometimes it is a few shillings less and sometimes a few shillings more, according to the state of the money market, but generally for investment you buy to pay 5 per cent.;

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and giving a bonus of 15 per cent. you would pay 40,000*l.* a year, and the Government receive 50,000*l.* That is the proposition I put forward, whether or not it would be assented to by the shareholders is another question. I have had a good deal of conversation with many shareholders on the subject, and some have said, "No; if ever this matter should become a practicable question (it is a mere theory at the present time), we think that there should be a fair division of profits between the shareholders and the State."

8415. (*Sir R. Hill.*) When you gave evidence on the 7th instant you put in certain tables, which were not seen by the Commissioners till they were printed, there has therefore been no opportunity, hitherto, of putting questions on those tables. I propose to ask you a few questions respecting them. Will you turn to Table No. 1, Question 7351, it is headed "Average fares per 100 miles," I presume that those are the fares by the ordinary trains?—Yes, the fares by the ordinary trains.

8416. Exclusive of the express trains, and also exclusive of the fares for return tickets?—Yes, they are the fares by the ordinary trains.

8417. Are they the ordinary single fares?—Yes.

8418. According to the table it appears, does it not, that the lowest fares are demanded in Belgium?—Yes.

8419. And the highest in the United Kingdom?—Yes.

8420. For the sake of brevity we will, if you please, confine our attention to the first-class fares, as the fares for the inferior classes are pretty much the same in proportion to the first class throughout the table. The cost of travelling 100 miles in Belgium in the first class is stated to be 6*s.* 6*d.*?—Yes.*

8421. And the cost of travelling 100 miles in the United Kingdom (we will say England), is 18*s.* 9*d.*?—Yes.

8422. I presume it is upon a comparison of those two items in the table that you arrived at the conclusion, which I think you stated, that the fares in this country were about three times as great as those in Belgium?—Not quite that, but they are, I believe, more than double.

8423. Can you inform me how the sum of 18*s.* 9*d.*, charged for 100 miles in England, is made up; what are the data?—On the principal railways throughout the kingdom you may take the average fares at about 2½*d.* a mile.

8424. I do not find that the average is so high as that. Turn if you please to Table No. 4, which you also put in; you there state the average fares per mile of a very considerable number of railways, selected I presume as a means of indicating the general average of the country?—Yes, it was for that purpose.

8425. I am aware that it is not strictly correct to take the average of averages, but it will not lead us much astray in this particular instance. I have added up your averages, and divided the total, which is 83·5, by the number of items, which is 42, and the quotient is 1·99, say 2. It would appear therefore from your own table, that the average charge for first-class fares by the ordinary trains in this country is about 2*d.* I have also taken out the average fares as stated in this document before me, (a return by the Board of Trade), which gives the averages upon the calculations of the several companies, and I find there again, that selecting the larger companies, those which have the greatest amount of traffic, and taking the average of the averages, they give exactly 2*d.* and $\frac{1}{10}$ th part of a penny, (which fraction we may disregard,) as the average fare?—Yes.

8426. May we not therefore assume 2*d.* to be the average first-class ordinary fare? Do you object to that?—I object to the principle on which you make it up. For instance, you add up all the fares, and then

divide them by the number of railways; but in taking an average you will at once perceive that you must also look to the amount of traffic, and not merely to the number of railways. I would take, for instance, the ten principal railways. In the late returns there may be some reductions. This table you refer to was made up two years since. It may be, as you say, that the fares have been reduced from 2½*d.* to 2*d.*

8427. I stated in my question that this would not give the result with absolute correctness; but I have done exactly what you suggest. I have selected those railways which last year carried, at least, 10,000,000 of passengers—they are 9 in number—and I have taken the average as returned by the company itself, and have added together the averages, and divided the total by 9. I at once admit that that is not quite correct; but, the numbers not varying very materially, it would be sufficiently correct for our purpose?—You have not, as I have always, included the express trains.*

8428. You have excluded them also. The companies that I have taken are,—the Great Eastern Company, their average first-class fare being 2·24*d.*; the Great Western, 2·03*d.*; the Lancashire and Yorkshire, 1·55*d.*; the London and North-western, 1·95*d.*; the London, Brighton, and South Coast, 1·95*d.*; the Metropolitan, 2·17*d.*; the Midland, 2·23*d.*; the North-eastern, 2·02*d.*; the South-eastern and Greenwich, one company, 1·96*d.* The average of them all being 2·01*d.* Seeing that those 9 companies carry about 130,000,000 of passengers out of a total of 197,000,000*l.*, we cannot, I think, object to taking them as a fair sample of the whole. The average, therefore, is 2*d.* Now, if we correct your estimate for the United Kingdom, 100 miles at 2*d.* would amount to 16*s.* 8*d.* Do you object to that modification, substituting 16*s.* 8*d.* as the average first-class ordinary fare for England?—No, I cannot object to what you state as a matter of fact; I only wish to make this explanation,—you make your calculations from the tables of the Board of Trade not yet published, and I only went on data that existed at the time I made my calculations two years since.

8429. Then you have no objection to our considering that item as 16*s.* 8*d.*?—No.

8430. Now, taking the first item in the table, the cost of travelling 100 miles first class in Belgium you have put down at 6*s.* 6*d.*?—All that is incorrect at the present time. There has been a considerable rise, I understand, in the fares of Belgium; and those I should have corrected in the same way, in accordance with the returns now about to be published.

8431. I do not think that there has been any advance in the fares, but rather, as we have been informed, a reduction?—I understood that there was an advance, because I had a note of those Belgian fares saying that they were higher than when I published my work.

8432. Perhaps I can explain your error. We have been favoured by the Director-General of the Belgian railways with a very full statement of the fares as charged; and he has also given the total charge for travelling first class 100 kilometres (a kilometre being about five-eighths of a mile), 8 francs; if you convert that into English money at the rate of 25 francs per *l.* it would be 6*s.* 6*d.*, and you have put that down as the cost of travelling 100 miles; whereas it is the cost of travelling 100 kilometres?—I know that the present charge is as nearly as possible 1*d.* per mile for first class.

8433. The charge for first class is 80 centimes per kilometre, is it not?—So it appears.

8434. That is much more than 1*d.* per mile, but we need not trouble ourselves about the excess; M. Fassiaux, the officer at the head of the department, has calculated the charge for travelling 100 kilometres, and he tells us that it is 8 francs, which come to

* Witness afterwards explained that this was so at the time he made up the tables.

* This answer afterwards altered by witness as follows:—"You have not excluded the express trains."

6s. 6d. Have you not made the mistake of putting down the cost for 100 kilometres as that for 100 miles?—I know that the fares on the Belgian lines are higher than when my tables were made out, but, as I mentioned, I only put in this list *pro formâ*, supposing that I should have an opportunity of correcting it, and thereby having it in entire conformity with the present fares.

8435. (*Chairman.*) Is the list which you have put in, in your evidence, the same as that which appears in your book?—It is. A messenger from the Board of Trade brought the new returns to me here the day I gave evidence; I had not time to change the figures, and I was under the impression that the proof sheets would pass under my hands for correction before they would be forwarded to the Commissioners.

8436. Be they accurate or inaccurate, this statistical statement which you have put in is that which you have deliberately adopted as the basis of your theory, is it not?—No; so far from founding any argument on the continental fares, I said expressly that we had nothing to do with them; that the charges on the continent should not influence the policy of England.

8437. (*Sir R. Hill.*) That list you are prepared to correct?—Undoubtedly.

8438. It must be advanced, must it not, from 6s. 6d. to 10s. 3d.?—To whatever I find the exact charge is.

8439. If you take 6s. 6d. as the charge for 100 kilometres, and then reckon upon that what should be the charge for 100 miles, you will find that it comes to 10s. 3d.; you do not dispute that conclusion, do you?—No; of course if you have it from the statistical return I cannot dispute it.

8440. This correction, by reducing the average charge for 100 miles in England to 16s. 8d. and advancing the average charge for the same distance in Belgium to 10s. 3d., very materially disturbs the proportions; instead of the English charge being three times as great as the Belgian charge, as you stated it to be, it is only one and two-thirds greater?—I am not aware that I said anything in my evidence about the fares, but I read a quotation from Mr. Gladstone's speech 20 years ago, when he spoke of the Belgian charges being one-third of ours.

8441. Then again, as you are well aware, a large proportion of the travelling in this country is by return tickets, is it not?—A considerable proportion is.

8442. And there are very few cases in which return tickets are allowed in Belgium?—I think there are some cases.

8443. There are some, but they are very few. Supposing that a person, instead of taking a single ticket in this country to travel 100 miles, takes a return to travel 50 miles out and 50 miles back, he would be charged, would he not, on most lines a fare and a half?—Yes.

8444. That would reduce the cost of travelling 100 miles in this country from what we just now calculated, namely, 16s. 8d., to 12s. 6d. in the ordinary state of things?—Yes, in those cases it would be so.

8445. It appears therefore that a person using a return ticket, and travelling 50 miles out and 50 miles back, would spend 12s. 6d., whereas if he made a similar journey in Belgium, paying full fare each way, he would have to pay 10s. 3d.; so that the comparison of the cost when return tickets are available is 12s. 6d. here against 10s. 3d. in Belgium for the same distance?—Yes.

8446. Then do we not arrive at the conclusion that the difference between the cost of travelling in this country and the cost of travelling in Belgium is not very great?—Assuming that the tables and the information that you have received are quite correct, it is so.

8447. Assuming the calculations which I have made to be correct, it is so; are you prepared to admit that?—The fares even according to that account are still higher in this country than in Belgium; but the difference is not so great.

8448. I will now examine the question a little further, if you please. In Belgium the practice appears

to be to charge in every case for luggage which is entrusted to the care of the administration?—It is so, I believe.

8449. I need scarcely ask you if that is the practice in this country?—No.

8450. That again tends to bring the charges in the two countries into still closer approximation, does it not?—Yes; I believe of late years the charges are much more equal than they were formerly.

8451. Then again, we find from M. Fassiaux's statement, that when a person travels first class in Belgium, however short the distance may be, he pays 80 centimes?—I was not aware of that regulation.

8452. If he travelled as a first-class passenger only a single kilometre, in every case he would pay for 10 kilometres as a minimum?—I do not know the recent regulations with regard to travelling in Belgium.

8453. That again, if taken into account, as it should be, will bring the charges in the two countries into still closer approximation, will it not?—It will.

8454. Then as regards luggage. If a traveller has ever so little luggage placed in charge of the administration, and for the shortest distance, he has to pay 50 centimes, say 5d., that again brings the charges into still closer approximation, does it not?—It does.

8455. Take now the charges in England; we have already considered the question of return tickets, if the return tickets entered into the calculation of the average charge per mile they would effect, would they not, a considerable reduction in that charge?—No doubt.

8456. They have no season tickets in Belgium, but we all know that a very considerable number of passengers in this country travel by what are called season or annual tickets, that again reduces the average in this country. And with regard to excursion trains they have them occasionally, but rarely in Belgium, and that again still tends to reduce the average cost in this country; do not all those circumstances tend on the one hand to enhance the average charge in Belgium, and on the other hand to reduce the average charge in this country?—No doubt, if we bring in the excursion trains it makes a great difference.

8457. Then may it not follow, and would it not follow, that as regards very short distances the charge in this country would probably be less than that in Belgium?—That may be.

8458. Would you have the kindness to look carefully into this matter and construct your table accordingly?—Yes; but I only wish to observe that with regard to those charges in Belgium the comparison is merely incidental. I found no argument upon it one way or the other. If the charges in Belgium were three times more than what I have put them at in my first table, that has nothing at all to say to my argument upon the matter.

8459. (*Chairman.*) Is not it part of your case that you say this:—"Here is England, the richest country in the world, and the country which first established railways, and yet which has the worst railway system existing;" and in order to support that case, you compare the English prices with those of all foreign countries?—Yes, so far as fares are concerned.

8460. In that sense is not any inaccuracy in this comparative statement as between English and foreign railway charges a very important part of your case?—No, I do not consider it very important in this way, that I say that no matter what the charges are abroad it is our object in this country to reduce the charges to the lowest possible point.

8461. (*Sir R. Hill.*) But if those facts do not bear upon the question, would it not have been better not to encumber the statement with them?—That is quite true, and I can only give the explanation which I have already given.

8462. But do they not very materially bear upon the question; if we can be satisfied that in Belgium, where, for the most part, the railways belong to the Government, and where we know they are very

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profitable to the Government, the fares charged are not more than one-third of the fares we charge, would not that furnish an almost overwhelming argument in favour of placing of the lines under the Government here, and of reducing the charges very largely?—But it is not intended, as far as I know, or proposed by any one, to give the Government the management of the railways here.

8463. You admit the inaccuracy?—I admit the inaccuracy, of course. The tables made out two years since are not correct now.

8464. Now we will take, if you please, Table No. 6, Question 7372; this table is apparently intended to show that very large reductions have been made in the charges on certain important lines of railway with a comparatively small diminution of dividend; that is the object of the table, is it not?—That is the object.

8465. Are you sufficiently guarded in making it appear that those are very partial reductions; is not there a danger of your table being interpreted to mean that all the return tickets upon the London and North-western railway, for instance, were reduced from 60s. for 386 miles to 7s. 6d., first class?—No, I have stated fully the circumstances of the case, and I mentioned especially that the reductions only took place on a part of the line, and for a limited period.

8466. That does not appear, does it, in the table itself?—No, but I made the statement in my evidence.

8467. Will you refer to the statement, if you please?—At Question 7362 the question is asked, “Do you know of any cases of late years in which exceedingly low fares have been charged?” My answer is, “There have been several cases of late years where there has been competition between companies, and where for a comparatively short time they adopted very low fares. For instance, at the time of the Manchester Exhibition we had the London and North-western Company and the Great Northern Company running trains from London to Manchester carrying first-class passengers and allowing them to stop there four days and bringing them back again for 7s. 6d. They carried in those trains about 600 passengers generally, it was said, on the average, some more and some less, but the expenses of the train in the conveyance of those passengers cost about 50 guineas, and their receipts at the time were calculated to amount to about 176*l.*; but that was carrying at $\frac{1}{4}$ *d.* a mile for first-class passengers. There was another very remarkable case of competition between the Edinburgh and Glasgow line and the Caledonian line. There was a quarrel between the two companies, and they suddenly reduced their fares to 1*s.*, I believe it was, for first class, 9*d.* for the second class, and 6*d.* for third class for a distance of 46 miles. There was also the case of the South-eastern Railway Company which carried for a considerable time to Reading at $\frac{1}{4}$ *d.* a mile for first class and half a farthing for second class. And there was another case, namely, the Brighton Company, in opposition to the South-western Company, carrying at exceedingly low fares, at about the same rate as the last case which I have mentioned.” It is specially stated in all those cases that it was only for a short time and only on a part of the line. Therefore, any one reading the evidence would not at all be led to the conclusion that those fares which I mentioned were for the whole year, or that they extended over the whole line.

8468. (*Mr. Ayerton.*) You mentioned, afterwards in reply to some question of mine, that you considered the cases exceptional?—I did.

8469. (*Mr. Roebuck.*) Will you continue reading your answer in the former day’s evidence?—I go on to say, “But in all those cases we find, when we come to look at their dividends, that it does not make, at the very outside, a difference of more than 1 per cent., but it must be remembered, in reference to those lines, that they carried at a ridiculously low charge. It is not a fair test of what you would call moderately low fares carrying first-class passengers at $\frac{1}{4}$ *d.* per mile; that, in my opinion, is a prepos-

terously low fare for ordinary traffic, and I do not consider it at all a fair experiment.”

8470. (*Sir R. Hill.*) I think there can be no objection to your table, if you refer to that part of your evidence, but the table stands distinct and away from this evidence, and will probably be selected by some one who has not carefully perused the whole evidence, and be put forward as a proof of the great reductions which have been made upon lines with small injury to the dividends; perhaps you will take care so to put it that it may not be misunderstood?—Yes; I will do so. Perhaps I may be allowed to say, with regard to the Belgian fares, that it is within a very short time I heard that they were not so low as I have stated them to be. I intended to make all the alterations complete, in conformity with the returns which have just been made by the Board of Trade. I will put in fresh tables as part of to-day’s evidence.

8471. (*Mr. Roebuck.*) You have for some time past directed your attention, have you not, to the subject of Irish railways?—I have.

8472. Their construction was of a much more recent date, was it not, than that of the English lines?—It was. The first line, the Dublin and Kingstown line, was constructed in 1834, and until 1837 there was no further movement made in the construction of railways in Ireland.

8473. Did the Government intend at one time to take on itself the construction of railways in Ireland?—In 1837 there was a Commission issued by the Government for the purpose of investigating the subject of railway construction in Ireland, and the result was that they made a report to the Government, strongly recommending that the Government should lay out the lines to be made by companies, and assisted by Government on certain conditions. I would beg to read a short extract from the Commissioners’ report, in order to show the opinion of that Commission on the necessities of the case, and more especially their view that the Government should take a part in having the lines constructed. The report says, “The main avenues throughout the country cease to be the property of the State, and are handed over to the absolute possession of monopolists placed beyond the reach of rivalry or control. They are enabled to establish a monopoly in the most extensive sense, and to keep the intercourse of the country entirely at their command. The rate of speed, the choice of hours for departing, the number of journeys in a day, rest at their discretion; and, as they have the unlimited right of fixing the charges for the conveyance of both passengers and goods, then they have an opportunity of repaying themselves, not only for the legitimate cost of constructing and maintaining the railway, but for all the heavy expenditure incurred either through their own extravagance or in consequence of the various impositions practised upon them.” This Commission ended in nothing. From causes quite unnecessary to enter into, the Government could not carry out their views, and it was left to private speculation to make the railways in Ireland the same as in England.

8474. (*Sir R. Hill.*) Is not the report to which you refer the one popularly called Lieutenant Drummond’s report?—It is.

8475. (*Mr. Roebuck.*) Coming down to more recent times, will you state what progress has been made in the construction of railways in Ireland?—In 1844 the first movement was made for the construction of railways in Ireland. That year the Great Southern and Western Bill passed, and in the following year Bills were passed for the principal main trunk lines throughout Ireland, since then railway projects have gone on in the usual way.

8476. What is their present financial position?—It is exceedingly bad. They do not pay, I think, on the average more than 2 per cent. on the capital invested in them.

8477. (*Sir R. Hill.*) Do you mean upon the whole capital, including debenture and preference shares?—No, the share capital.

8478. (*Mr. Roebuck.*) Is the management by the companies popular in Ireland?—No, unfortunately it is not at all popular.

8479. What is the cause of that unpopularity?—The public think generally that the charges are much too high, and that the trade of the country is not developed in consequence of the high charges.

8480. Are the fares in Ireland higher than they are in this country or in Scotland?—They are higher than on many lines in England, and much higher than in Scotland.

8481. Can you give any instances of the fares in each country?—Taking the principal railways in England, Scotland, and Ireland, we find from the last returns of the Board of Trade that the charges on the average are higher on the principal lines in Ireland than they are in either England or Scotland. I will give a few instances: the London and North-western Company charge per mile 1·95*d.*, 1·43*d.*, and 0·95*d.*; the Caledonian charge 1·22*d.*, 1·14*d.*, and 0·69*d.*; the Lancashire and Yorkshire charge 1·32*d.*, 1·05*d.*, and 0·49*d.*; the London, Tilbury, and Southend charge 1·03*d.*, and for 2nd class 0·74*d.*; the South-eastern charge 1·96*d.*, 1·39*d.*, and 0·83*d.*. If you take the two great railways of Ireland, the Great Southern and Western and the Midland, which answer to the London and North-western and the Caledonian in England and Scotland, the Great Southern and Western charge 2·20*d.*, 1·65*d.*, and 0·99*d.*, and the Midland Great Western 2·24*d.*, 1·68*d.*, and 0·99*d.*

8482. Have you noticed what effect those high fares have produced on the travelling public in Ireland as compared with England and Scotland?—Yes. By the recent returns of the Board of Trade we find that the number of travellers in England and Wales for the last year was 197,014,661; in Scotland, 20,205,455; and in Ireland, 11,902,049. In fact little more than a twentieth part of the number of travellers in England, and very little more than half the number of travellers in Scotland.

8483. In that calculation do you pay any attention to the number of people in England as compared with the number of people in Ireland?—If we look at the population of the two countries we find that there is an enormous disproportion between the numbers carried in the two countries. Taking the population of Ireland at 6,000,000, and that of England and Wales at 20,000,000, that would be about three times the amount of the population in Ireland, whilst we find that the number of travellers is nearly twenty-fold. The population of Scotland may be taken at about one-half of that of Ireland, whilst we find that the number of travellers is nearly double.

8484. Do you spend much time in Ireland?—I spend a few months in the summer and autumn of the year in the north of Ireland generally.

8485. Then you speak from personal observation of the want of proper railway accommodation?—So far as seeing loaded carts travelling alongside the railway, I deduce from that fact that the railway companies do not carry merchandise on moderate terms. I would wish to draw attention to a letter I received from a gentleman in the north of Ireland, in which he enters fully into the question of the grievances they suffer there from the want of proper attention to railway management; the gentleman is a merchant, and carries on a large business in Coleraine, and for several years was the principal magistrate of the town. He writes in these terms:—"London, 14th Nov. 1865. Dear Sir, As I understand you have shortly to give evidence before the Royal Commission on Railways, I wish to draw your attention to some of the grievances under which we labour in this part of the country. You are aware that the Belfast and Northern Counties railway passes through this town to Portrush, seven miles distance, yet so far as the conveyance of goods is concerned from that port, we might as well have no railway at all. All heavy goods, such as timber, slates, iron, and coal, &c., are carted up to town alongside the railway, as we are able to bring them

up cheaper that way than by railway, the rates being lower. Last year, there was imported into Portrush between 9,000 and 10,000 tons of coal, of which fully two-thirds came into Coleraine, a small proportion only coming by railway, the great bulk being conveyed by the common road. In regard to differential charges, we suffer a great grievance in Coleraine. From Derry to Belfast, for instance, is 95 miles; our distance from Belfast is only 61 miles, but the charges on merchandise are fully 25 per cent. more for the lesser distance. This we feel to be a great grievance, that any company has it in its power to destroy the trade of a town if they think proper. The same arbitrary rule is followed with regard to passengers. It is utterly inexplicable. I reside at Castlerock, the distance to Derry is 28 miles, the fare is 4*s.* 4*d.*, first class; but persons coming to Castlerock from Derry will get a return ticket by the same class for half-a-crown; but if they go on to Coleraine, five miles further, they will lose their return ticket, and be charged the full fare of 5*s.* 6*d.* I only notice these absurdities, to show the entire mastery the railway companies have over the public. A uniform rate of fares at three farthings, a halfpenny, and a farthing, with return tickets at a fare and half, and necessary reductions on goods and cattle, &c. to one-half of their present rates would be the salvation of the country. As a matter of course, Ireland should pay whatever it would cost, and an addition to the income tax of a penny in the pound, or whatever might be necessary, no man in the country would object to.—I am, Dear Sir, Yours truly,—WILLIAM WARKE.

"William Galt, Esq."

8486. (*Capt. Galton.*) When you speak of differential rates, do you mean differential rates irrespective of distance?—No, on account of the distance; for instance, from Londonderry to Belfast the distance is 94 miles, and they charge less than from Coleraine to Belfast, which is only 61 miles. Therefore they have the power of undue competition, and they have the great advantage that they can do precisely as they like with the merchants in both towns. The same complaint, I believe, has been made in Liverpool. That the railway companies have it in their power to regulate the traffic to a great extent is, I think, proved by the differential charges on different parts of the line.

8487. There are, in Ireland, a great number of small and independent lines, are there not?—There are a great number of independent lines each having a separate management, and their own rules and regulations, quite independent of the larger companies.

8488. Why do not they amalgamate as they do in England?—The principal reason is, that the greater number of these lines pay nothing whatever to the original shareholders. The management is in the hands of the preference shareholders, and the preference shareholders have no interest beyond getting their preferential interest. They are, in fact, mortgagees in possession.

8489. You took some steps, did you not, last summer, in Ireland, to get up a feeling there for carrying out the Act of 1844?—Yes. I went over there shortly after Mr. Monsell's motion in the House of Commons, when the Government undertook to recommend to this Commission the investigation of the Irish system, I had interviews with many of the leading men in Dublin. Many of the principal merchants took the matter warmly up, and the result was that a public meeting was held, presided over by the Lord Mayor and attended by the most influential men in Dublin; there was an unanimous expression of feeling that it was desirable to have that section of the Act of 1844 carried out that authorizes the purchase of the railways by Government.

8490. Had you any communication with any of the railway directors?—Yes. I had a great deal of communication with them. I met the directors of the Irish North-western line, and also the directors of the Wexford and Wicklow line. I met them twice. They gave me two interviews, and they appointed a com-

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mittee to talk the affair generally over with me, to see what possibly could be done in England with regard to having a change in the system.

8491. (*Mr. Roebuck.*) Have you prepared any definite and detailed scheme for the purchase of the Irish railways, or do you merely advocate the principles contained in the Act of 1844, leaving to the Government, should it think fit, to determine how they may be applied?—I have prepared a detailed scheme to submit to the Commissioners, for the purchase of the Irish railways.

8492. What do you propose?—There are 40 railways in Ireland in full working operation, besides many others in course of construction, of these I take no account. Of the former class, 14 pay dividends and 26 pay nothing whatever to the original shareholders. For the purpose of carrying out the scheme I propose, I have divided the railways into three classes. The first class are railways which pay dividends on the original stock, and consequently on their preference shares and loans; there are 14 railways in this class, viz., Belfast and Northern Counties; Cork, Blackrock, and Passage; Dublin and Belfast Junction; Dublin and Drogheda; Dublin, Wicklow, and Wexford; Dublin and Kingstown; Great Southern and Western; Cork and Limerick Direct; Midland Great Western; Athenry and Tuam; Great Northern and Western; Ulster; Waterford and Limerick; Waterford and Tramore. The amount of paid-up original and preferential capital in this class amounts in round numbers to 14,000,000*l.*, and the debenture loans amount to 2,500,000*l.* The second class are those which pay no dividend on the original stock, but pay their dividends on the preference and guaranteed stock; of those railways there are 16. The original capital in this class amounts to 2,036,000*l.*, and the preferential capital and funded debt, debenture stock, and loans amount to 2,350,000*l.* The third class are railways which pay no dividends either to the original or the preferential shareholders; they are 10 in number; the original and preferential capital amounts to 1,800,000*l.*, and the loans to 735,000*l.* With regard to the purchase of the first class, there would in my opinion be very little difficulty. I have had communication with some of the largest holders, and from the statements that all of them have made to me, I apprehend that there would be very little difficulty in coming to an agreement with this first class of shareholders.

8493. (*Chairman.*) Are you now speaking of those lines which pay?—Yes, I am taking them first, because any difficulty that might arise would be about the others. In Ireland, as in England, investments in railways pay about 5 per cent.; when a man invests money in a railway he expects to receive 5 per cent. interest. Compulsory sales of land and houses are matters of constant occurrence, and the holders of such property always are paid something beyond their market value; but I have found from the communications I have had with different parties, that a payment of 22½ years on the purchase money, instead of the present value, which is 20 years' purchase, would be considered a fair and proper payment. That would be an addition of about 10 per cent. to the market price.

8494. I presume that you do not pretend to fix an invariable price upon those lines without reference to their prospects?—No.

8495. You take the market price to start from, and you make some definite addition to that price according to some fixed principle?—Yes; I take the market price to start from. Each line varies according to circumstances; on some lines an addition of 10 per cent. would be too much, on other lines an addition of 10 per cent. would be too little. I apprehend that if this scheme should ever be carried out, of the Government purchasing the railways, they would appoint Commissioners who would look into all the circumstances of each line. I take an average of 10 per cent. as a bonus which the shareholders ought to receive on their shares. Assuming that to be the case,

we will consider how the account would stand for those paying lines. I am keeping as near as possible to round numbers, and avoiding going into details, so as to give the Commissioners a general idea of the scheme. I find in Class No. 1, that 14,000,000*l.* is the amount paid for the original shares, and allowing one-half per cent. profit on that sum, would yield a profit to the Government of 70,000*l.* per annum.

8496. (*Capt. Galton.*) Will you explain that profit to the Government?—In this way: the interest of 14,000,000*l.* at 5 per cent. would be 700,000*l.*, and a tenth part of that, that is the reduction from 5 per cent. to 4½ per cent., would be 70,000*l.*; there would be one-half per cent. profit, which would amount to 70,000*l.* Assuming that the management went on in the same way, and that it was a mere investment of Government money, the Government by borrowing money at 3 per cent. would make 70,000*l.* per annum by the transaction. Then the loan debentures amount to 2,500,000*l.* and the interest is on an average about 4½ per cent. Some are a little more and some a little less, but you may say 4½ per cent. If the Government would take these loans up, paying off that money at 3½ per cent., there would be a profit of 25,000*l.* Therefore, taking the first-class lines and assuming that the Government could borrow money at 3½ per cent., and be willing to pay 10 per cent. of bonus to the Irish shareholders on the present value of the shares, that, so far as that transaction was concerned, would give a profit of 95,000*l.* That is in Class No. 1. Now we come to Class No. 2. There are 16 lines in this list. The original shareholders get nothing whatever, but the holders of preference and guaranteed stock are paid in full. The amount of the original share capital in this class is 2,036,000*l.*

8497. As compared with the 14,000,000*l.* in the former case?—Precisely. There is nothing in a commercial sense to be made out of the original shares, as they pay nothing; the only profit the Government would have in this case, would be on the preferential capital, which, with the loans, amount to 2,350,000*l.* The preferential shareholders and loanholders are paid on an average 5 per cent. interest. The Commissioners will understand that this class of railways, whose credit is very low, are obliged to pay a higher rate of interest for their money than the railways in good credit, as the latter can get the money at 4½ per cent. Consequently on this second class the profit that the Government would have would be greater on account of the loans being at 5 per cent.; and still the Government would pay no more than 3½ per cent.

8498. Have you taken the amount that they pay on their loans from the half-yearly statements of the companies, or have you assumed it at 5 per cent.?—I have taken everything from the returns that are made to the Board of Trade, from which we find the actual payments that they make. All those 16 lines, paying nothing whatever to the original shareholders, and taking Government stock at 3½ per cent., the difference represents an annual payment of 34,000*l.*, that is the profit the Government would derive from the second class of railways.

8499. (*Sir R. Hill.*) Do you propose to pay anything to the original shareholders in that class?—I shall deal with that by and by. I first make up all the profits that the Government would have, and then we will look to what the Government on the other hand must pay.

8500. Do all the preferential shareholders in this class get their full interest?—Yes, their full interest. I have gone particularly into detail upon this point. These are the 16 railways which pay no dividend, but pay the preference stock in full; the Athenry and Ennis, the Belfast and County Down, the Carrickfergus and Larne, the Belfast, Hollywood, and Bangor, the Cork and Bandon, the Cork and Macroom, the Cork and Youghal, the Finn Valley, the Kilkenny Junction, the Kilrush and Kilkee, the Letterkenny, the London-

derry and Lough Swilly, the Midland Counties and Shannon Junction, the Portadown, Dungannon, and Omagh, the Waterford and Kilkenny, and the West Cork. Those are the railways in class No. 2. In class No. 3 there are ten, namely, the Cork and Kinsale Junction, the North-western, the Newry and Armagh, the Newry, Warrenpoint, and Rostrevor, the Banbridge and Belfast, the Banbridge Junction, the Dublin and Meath, the Limerick and Castleconnell, the Limerick and Ennis, and the Limerick and Foynes. Those pay nothing either to the original or to the preferential shareholders.

8501. (*Capt. Galton.*) Did you mention the Londonderry and Coleraine line?—That line has been taken possession of by the Loan Commissioners.

8502. It is now leased to the Belfast and Northern Counties Company, is it not?—That has been a recent transaction; it was worked by the Belfast and Northern Counties Company, but it has been taken possession of by the Loan Commissioners, for, I think, a debt of 200,000*l.* There is also another line that has been declared bankrupt, the Bagnalstown, which I have not brought into the account; it is omitted from the returns of the Board of Trade.

8503. (*Sir R. Hill.*) There certainly must be a class between that which pays the full interest on the preferential shares and debentures and that which pays nothing at all?—There may possibly be a few, but we have got no account of them, so far as we can gather from the returns. There may be some small difference in the case of some of them, but nothing to affect the general results.

8504. (*Mr. Roebuck.*) Will you proceed with your statement?—With regard to the original and preferential capital in the third class it amounts to 1,800,000*l.*, and the loans to 735,000*l.* The holders of those debentures are paid on an average 5 per cent., and taking the Government stock at $3\frac{1}{2}$ per cent., the difference represents an annual payment of 11,000*l.* The Bagnalstown line, as Captain Galton is aware, has become bankrupt, and I have passed it over as I have done with the Londonderry and Coleraine line. I have put them aside, not knowing exactly what their position is. I have made out a summary of what the profit would be. The profit on railways which pay dividends to their original and preferential shareholders, class No. 1, amounts to 95,000*l.* The profit on railways which pay dividends to preferential shareholders amounts to 34,000*l.*, and the profit on railways which pay no dividends to either class of shareholders amounts to 11,000*l.* The profits on the whole would thus amount to 140,000*l.* per annum. What we have now to consider I have found the greatest difficulty in dealing with; and I apprehend that the Commissioners must have found, if they have turned their attention to the matter, a great difficulty in dealing on equitable principles in regard to the purchase of those railways which pay no dividends. We find that out of those 40 railways, of which I have given a list, 26 railways do not return one single shilling to the original proprietors. The first view that would suggest itself of dealing with those companies would be to refer the matter to arbitration; but then on what principles are you to arbitrate? As a mercantile property it is utterly worthless; you cannot easily determine what the value of a thing is that brings nothing. On the other hand, no one could think of taking away this property from the shareholders, and giving them nothing whatever; and therefore we have to consider how they are to be dealt with. Let us suppose, for instance, that the Government would deem it desirable to take Waterloo Bridge. The 100*l.* shares are absolutely worth nothing in the market; the expenses of keeping up the bridge nearly equal its income; and therefore as a mercantile property it is valueless. If a company wished to purchase Waterloo Bridge, and if it were left to arbitration to determine its value, looking at it in a commercial point of view, the arbitrators would say, "The bridge is worth nothing." But on the other hand, suppose it were put to the

Government, "Is this bridge worth nothing?" I apprehend that the Government would look at it from a different point of view; they would not look at it merely as a money investment, and say, "This bridge is worth nothing, as we can make nothing by it;" but looking to the wants of London, and to the benefits its possession would confer on the metropolis generally, they would say, "Here would be a most important addition to the convenience of the community, and if it can be thrown open it would be a great public benefit." I wish therefore to impress, if I can, on the minds of the Commissioners, that in looking at the question of the value of the Irish lines, although as a matter of course they will not exclude the commercial element, yet they must not look at it entirely in a commercial point of view; they must bring into consideration the importance that those lines would be to the State, not looking at it as a company that were going to buy them, but looking at it in an enlarged point of view; they would consider that, however unfortunate the speculators who have made those lines have been, they have done a great public benefit to Ireland. Now, as to the market price, we cannot bring that element into consideration. I have here a list of Irish railways that are never mentioned in the market. They are worth nothing to anybody, and therefore the test of value which we look to in class No. 1, and which enables us to determine their price, gives us no assistance whatever with reference to the value of these lines. In this, as in very many other cases, you must look at the question with a view to a compromise, and inquire what advantage under all the circumstances would those lines be to the State, taking into consideration the value that they would confer upon Ireland, and looking to what extent they might be worked for the benefit of the country; and taking all those things into consideration you would arrive at a fair measure of what I would say is justice to the unfortunate shareholders.

8505. (*Chairman.*) The compromising of the question means paying something for a property which in the market is worth nothing?—Yes, in a certain sense, paying something for property which in the market is worth nothing, but which might be made of immense benefit to the State. That is the difference. A commercial company simply looks at what money it can make by any transaction, but the Government in dealing with the question looks at it in quite a different light; and without excluding the commercial element, they would see that those lines can be made of great use to the country, and therefore this would form an element in the consideration. Then we have some precedents for this in coming to a conclusion upon the subject. About a year since the Thames Tunnel was bought; the capital invested in the Thames Tunnel was about 400,000*l.* Every member of the Commission knows that commercially it was not worth a shilling, and that the shareholders never received a single penny, and never to the end of time would receive anything, unless something extraordinary should turn up, as that which has occurred, to give them a chance of getting something. A year since a railway company said "We can run a railway through this tunnel," and they made a bargain with the proprietors and gave them 100,000*l.*, they gave them 5*s.* in the pound on their original outlay as a sort of compromise of the question.

8506. Or rather, may you not put it in this way,—that the company which purchased or is purchasing the tunnel was a new railway company making its application to Parliament; that there were some competing schemes, and that they thought it desirable to buy the goodwill of the shareholders of this tunnel, and so to obtain not only their consent but their support to the project?—That is a very good way of putting it. So in dealing with the Irish shareholders in the same sort of spirit, considering that we have got no market price to go on, and the Government looking at what it may be worth for the development of the resources of the country, I should say that they might

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follow the same example and give them 25 per cent. on the original stock, or 5s. in the pound. Assuming that proposition to be accepted, let us see how that could be worked out. I have already noticed that the profit Government would have by the purchase would amount to 140,000*l*. The loss of capital of the shareholders, in class No. 2 amounts to 2,036,000*l*., and in class No. 3 it amounts to 1,800,000*l*. Taking the two classes they amount together to 3,836,000*l*., but we will say in round numbers four millions sterling, and allowing 25 per cent. to the shareholders, the sum required would amount to 1,000,000*l*., which would require from Government an annual payment of 35,000*l*. If we deduct that sum, 35,000*l*. of loss from the 140,000*l*., it would leave a net profit of 105,000*l*. There has been considerable discussion with regard to the saving which would be effected by the consolidation of the Irish railways under one management. Some of the Commissioners will perhaps remember that the authority of Mr. Dargan was quoted in the House of Commons; that he thought taking all the different savings that could be effected by the Government purchase they would amount to 200,000*l*. a year; and by my calculations it is rather above that sum. The working expenses on the Irish lines amount to 47 per cent. on the gross receipts; and the opinion of Mr. Dargan and Mr. Forbes, which was come to separately without any communication with each other, was that a saving might be effected of 7 per cent. If the Commissioners will consider for a moment the peculiar position that Ireland is in with regard to the companies, they will, I think, come to the conclusion that a great saving can be effected in their management. There are more than 40 separate independent companies, there are some 300 or 400 directors to support, there are upwards of 40 secretaries, and engineers and lawyers in abundance, and if the Commissioners consider these matters they may come to the opinion that it is not an extravagant estimate to suppose that the expenditure could be reduced from 47 per cent. down to 40 per cent. Assuming then that such would be the case, their consolidation under one management would effect a saving of 110,000*l*. So that that would make the entire saving by a consolidation under one management, assuming for argument sake that I am correct in the data, amount in round numbers to 215,000*l*. That includes the purchase of those lines which in a commercial point of view are worthless, giving them 25 per cent. on the original price they paid for their stock. If the charges on the passenger traffic were reduced to two-thirds of the present amount, and on the merchandise traffic to one-half, that would be equal to a reduction of Irish taxation to the amount of a million sterling per annum, and the holders of non-paying stock, whether original or preferential, whose shares are in those cases entirely worthless, would be paid one-fourth of their original outlay. There exist no data by which any calculation can be made as to whether 215,000*l*. would meet the deficiency arising from the reduced charges which might be expected for a few years. But a very small addition to the income tax in Ireland, say of a penny in the pound, would amount to 100,000*l*., or in the event of the reduction of the income tax for Great Britain, a penny in the pound being still kept up for Ireland, would in my opinion more than meet the deficiencies that would arise. The question has been mooted as to whether or not it would be desirable that Ireland should pay any loss that would be incurred. That is a matter, in my opinion, placed beyond all debate whatever. If any reduction is made in the fares in Ireland, or if the Government should engage in any scheme for the purchase of the Irish railways, whatever the loss may be in carrying it out, it should exclusively be paid by Ireland. If the Commissioners see their way to a scheme of this sort, for carrying out the purchase of the railways, and at the same time be satisfied that Ireland would pay the deficiency, there can be no doubt that they would effect a great good for the country by recommending this scheme to be carried

out. With regard to this increase in the income tax of a penny in the pound, I have had communication with a great number of the gentlemen who have come from Ireland to give testimony here. I cannot tell, of course, what testimony they have given to the Commission upon this subject, but they told me without the slightest hesitation that they would pay the extra tax with the greatest satisfaction. Indeed, as a matter of common sense, they would do so, as, in fact, they receive a shilling on the one hand and pay back a penny on the other. If you reduce the taxation of the country by the amount of a million, and on the other hand ask the country to pay 100,000*l*., it is perfectly obvious that there could be no question whatever upon the subject.

8507. (*Chairman.*) Put it in this way: suppose that your scheme, which of course cannot be tested by experiments except upon a considerable scale, fails in the working so far as this, that those lines at the reduced rates are worked at a loss, so that this extra taxation has to remain upon them; do you think that the Irish community would, in that case, be satisfied to continue to bear the burden of extra taxation upon that account?—I have not the slightest doubt on the subject; I am certain they would be perfectly satisfied; there is considerable misunderstanding about the lines that pay no dividends, as many people are of opinion that those railways in which the original shareholders get nothing, are therefore worthless. There can be no greater error than that. Many of those lines which pay their original shareholders nothing, pay a large amount to the preference shareholders, and a considerable amount of debt. If all the shareholders were on the same footing, if the preference shareholders and the debt were all put together, they would all pay something, more or less. There is no line in Ireland, except those two or three lines that have been referred to, but pay more than their working expenses.

8508. (*Mr. Roebuck.*) How do you propose that the railways should be managed when Government acquire them?—I should manage them by a commission. I think that the management of public property in a country should always be in accordance with the feelings of the country. With reference to England it is quite a different affair. The ideas of the people of Ireland on the subject of Government interference are so entirely different from the feelings of the people of England, that the management of Irish railways must be treated quite differently from that of English railways.

8509. What appears to you to be the fundamental error of our railway system?—The fundamental error appears to me to be this, that you oblige the country to adapt itself to the railway system instead of adapting the railway system to the country; for instance, there are 300 persons, we will say, who wish to be carried between two points, from A to B. A commercial company looks merely to the point of profit, and says, "If we carry 100 persons at the highest paying price the railway will pay 5 per cent.; if we carry 200 persons at a much lower charge it will pay $4\frac{1}{2}$ per cent.; if we carry 300 persons at a still greater reduction in fares it will pay $3\frac{1}{2}$ per cent." According to the system of this country, the directors look at the multitude; and according as they may find the greatest profit they carry more or less. Now when a company says, "We cannot afford to carry those 300 persons, we carry them at a loss," they speak quite correctly; but that is a loss relatively, not a loss positively. Carrying the 300 persons they have only $3\frac{1}{2}$ per cent. profit, but carrying the 100 persons it gives them a larger profit, it gives them 5 per cent. profit; therefore the fundamental error in our railway system appears to be this, that instead of adapting the railway system to the wants of the country, you make it merely a commercial speculation, the directors having the power to charge what fare pays best, without any respect whatever to the wants of the country.

8510. Do you think it reasonable that in a great scheme of this sort, in which the national credit is so

largely involved, the benefits should be exclusively confined to one part of the kingdom?—I think not. It would be exceedingly desirable that the benefits of the system of low fares and the use of the national credit to carry out that object should be applied to England, and also to Scotland. But we must take into consideration the feelings of the country. England is very strongly opposed to all Government interference whatever. They dislike it; and the great bulk of the people, it is said, would sooner pay double or treble as much, and have nothing whatever to say to Government interference, than travel at a very low rate with Government interference. If the question, however, of Government interference were fully and fairly brought before the English people, and if they could be made to understand that by the use of Government credit, but not by Government management, a very large reduction could be made in the fares and charges; if those who take the lead in public matters, and to whom the British public look up with confidence in their judgment and opinion, could see their way clearly to recommend such a change to the people, I believe that they would be very happy to adopt it. I suggested on my last examination, if the experiment of very low fares were made on a few lines, the result would throw great light on the subject. Take, for instance, the London and Blackwall line; it is the first I recommended for trial in 1844. What do we see there? We see the trains on that line, running for the last 20 years, through a densely populated and very poor district, travelling backwards and forwards, carrying one-fourth of the number which the trains are capable of carrying. Two years ago the London and Blackwall Railway Company made a reduction in their charges of about 30 per cent., and they certainly found that they did not gain anything by the transaction; but they also found that they did not lose anything by it. If those trains carried passengers at a low fare they would be filled instead of going comparatively empty. So in the same way, between Liverpool and Manchester, where the people never get an opportunity of travelling at less than 2s. 7½d., whereas the cost of their conveyance only amounts to 1d. for each. Why should not they have an opportunity of trying the experiment? If this system is established, and if it is extended to Ireland, England ought to know what the benefit would be on a line where a sufficient number of people would travel to afford a fair opportunity of trying the experiment.

8511. (*Chairman.*) Have you any data upon which you rest as the basis of your hypothesis, that reducing the fares to one-third of their present amount you would treble the traffic?—No data exist, further than this, that where we see a large reduction made in the charges we see the public rushing in to travel.

8512. You have nothing to go upon beyond the general analogy of the reduction of the Customs duties and the reduction of the postage?—An occasional reduction of charges on railways is all. I have suggested that the Commissioners would select a certain number of lines upon which they would think it desirable that the trial of low fares should be made, so that at the end of two years, when you made up your report, you would have clear and distinct data to ascertain the result of very low fares. The data do not now exist. We are all groping our way in the dark, and at the end of the next 20 years, unless we do so we should be in the same position as we are now.

8513. You do not carry it further than that you think you make out a *prima facie* case for the experiment?—Yes, that is all.

8514. Do you consider that if the experiment is to be tried with a view to the general introduction of your system if successful, you are not doing yourself an injury by trying it first in Ireland, which contains undoubtedly the poorest population and the least amount of traffic comparatively, and we may say also the least amount of industrial enterprise?—No, the difference is this, that in Ireland we do not intend to make merely the trial; we purpose, if once we obtain it, to adopt it as a remedial institution. The great

benefit that I would anticipate to result from the experiment, and where it would probably be attended with the greatest success, would be between large towns with great populations, such as Edinburgh and Glasgow, and Liverpool and Manchester, and between other towns in Lancashire and Yorkshire, and such places. There is where I would anticipate the great success, but I frankly admit that there are no data to prove anything. I can only say what you all know, that in proportion as you reduce the charges, whether it refers to the customs or to the excise, or to travelling by railway, the same principle holds good, that a certain sum is required to make up the loss; at first I believe there would be a loss, the same as was the case in the post office and in every reduction of the same kind. I can only throw out a suggestion, that as proper legislation must, in my opinion, be founded on a correct knowledge of this most important matter, and it does seem that that knowledge can be acquired at a very small expense, I would submit to the Commissioners that it would be desirable if they could get that information.

8515. Quite admitting, for argument's sake, that you have made out a case for trying your system experimentally, do you not think it is rather premature to propose at the same time its adoption as a general and, as you say, as a permanent system for the whole of Ireland?—I do not see the force of the objection, if the Irish people who will be called upon exclusively to make up the loss, if it is carried out at all, (because if they refuse to pay for it then I would say that they should not have it,) are unanimous in wishing for it; if they say, "We are willing to take upon ourselves the responsibility; we are willing to pay the loss; we do not want to come upon the English treasury for it;" then, I submit, that they ought to have it.

8516. That is to say, you contemplate the possibility of the Irish railway reform being carried on below cost price and at a loss, the difference being made up at the expense of the general revenue of Ireland?—No, it would not be carried on at less than cost price. you carry a traveller at the rate of a farthing a mile, you do not carry him at less than cost price; if you have a train moderately loaded you carry him at an enormous profit. For instance, in the case I have mentioned, when the London and North-western Co. carried 1st class passengers at a 'farthing a mile by fast trains to Manchester and back again, they made a profit on the transaction of some 200 per cent., because the trains were well loaded. They carried at a farthing a mile, which I consider an absurdly low price for 1st class passengers by fast trains, but they charged a farthing a mile, whereas I propose to charge five farthings a mile for the same kind of travelling; yet it cannot be denied that they had on the transaction some 200 per cent. profit.

8517. Do you or do you not admit the possibility of this scheme as applied to Ireland turning out so far a failure that it would entail a certain permanent loss which must be made up by taxation?—Not at all. I think it is possible that for a year or two there may be a loss. We can only form an opinion in this matter by general statistics, and if you refer to any one connected with railway management they will tell you as they have said in Ireland, and the Irish directors have spoken very fairly upon the subject, that for two or three or four years low fares entail a loss, but that they recover themselves, and the revenue amounts to the same. The Irish directors say, "We would charge these low fares, but we have no right to sacrifice the interests of our present proprietors for two or three years; they would not submit to it. There would be unquestionably a loss, and it would take full three years before the revenue would recover itself."

8518. You contemplate, as I understand, that the Government should take and have worked by means of a board or a company, no matter which, every existing line in Ireland?—It is a matter of very little consequence how the measure is carried out in detail. If a company would take it, I should give it to a company

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at the reduced tariff I have drawn out, but I would not do so as a matter of choice. I would much prefer putting it into a commission formed of three able practical men,—men that the country would look up to with perfect confidence that they would do the thing correctly,—and that the Government should have nothing to say to the management but have a general control.

8519. Without going into details of management, do you or do you not propose that every line, good and bad, paying and non-paying, should be equally taken up and worked by this company or board, whatever it may be?—But there is no line in Ireland that is non-paying.

8520. (*Capt. Galton.*) You mean, do you not, that there is no line which does not pay its working expenses?—There is no line that does not more than pay its working expenses.

8521. (*Mr. Ayrton.*) Except one?—Except the Bagenalstown, that is the only line.

8522. (*Chairman.*) Do you believe that any Irish railways have been made through districts which are too poor to furnish them a paying traffic whatever the rates may be, whether high or low?—There is only one line that I know of in that condition.

8523. (*Mr. Ayrton.*) Before the Loan Commissioners closed that line did it not pay more than its working expenses?—The Bagenalstown line is the only line that I know of that did not pay more than its working expenses.

8524. It paid its working expenses, did it not, before the Government Commissioners seized it and shut it up?—I believe it did; but it afforded very little profit, at all events.

8525. The experiment could not be made, could it, unless the Government took the whole of the Irish railways?—No.

8526. Otherwise there would be a reduction of rates on one line against others remaining at their present rates?—Yes.

8527. You made a comparison with respect to the Blackwall railway, which you stated was a railway which conveys a poor population. Are you aware that the population through which the Blackwall railway runs is relatively the wealthiest population in England; that is to say, as an industrial population it is in receipt of the highest wages, probably, of any population of the same amount in England?—I know that there are a vast number of poor people in the district; and I also know that there is a vast amount of property in it.

8528. But, as regards the industrial population, is it not a population receiving a higher rate of wages, probably, than any other population in England; and so far from the profits of the Blackwall railway depending upon a poor population, does it not get its profits from a very active and well paid population?—If you state that from your own knowledge, as a matter of fact, of course it is so.

8529. I ask you whether you know the rate of wages, and whether it is not a high rate of wages?—I believe they are very well paid; but at the same time I am quite certain that they would prefer paying 1d. and 2d. to 4d. and 6d. My proposition would extend to every place.

8530. Do you know the class of population that use the Blackwall railway?—I have been frequently on that railway, and I know that the poorer class are to a great extent prevented from using it by the high charges.

8531. Therefore the railway is not supported by a poor population, as I understood you to suggest, but by a population that can pay very well?—No, the class who use the Blackwall railway are a wealthy enough class; but my object in directing attention to that railway is that it goes through a very densely populated district, and that there are a vast number of poor people who travel alongside the line, and who would willingly use it if the fares were at one third of the present charges.

8532. With regard to the travelling population,

what do you conceive that the excess of the travelling population in England, as compared with Ireland, is based upon? Is it upon the greater amount of productive industry in England as compared with Ireland, or from what circumstance does it arise?—There are two circumstances; one is the greater wealth of the country in England, and the other is the high charges, as I have read such, on the different railways in Ireland.

8533. The proportion of the travelling population in England to the total number of inhabitants is much higher, is it not, than in Ireland?—No doubt it is much higher.

8534. To what do you ascribe that?—I ascribe it principally to the highness of the fares in Ireland compared with England, but more especially to the poorness of the population of Ireland as compared with that of England. In England excursion trains are much more frequent than in Ireland.

8535. Do not you think that it may be ascribed to the greater amount of industrial labour that is carried on in England than in Ireland?—That, no doubt, has a considerable effect.

8536. And to the greater amount of property per head of the population in England as compared with Ireland?—That is what I have stated.

8537. Do not you think that is the real element out of which the increased number of travellers in England arises?—Partly no doubt, and partly from the high charges in Ireland as compared with England; especially when we remember that the population of Ireland is exceedingly poor, and that the people of England, generally are, from their wealth, enabled to pay four times as much as the Irish people can afford.

8538. (*Mr. Roebuck.*) That is to say, that relatively the power of paying for travelling is all in favour of England?—Yes; it is all in favour of England, undoubtedly.

8539. And that where an Englishman can spend 4d. an Irishman can only spend 1d.?—That is putting the case exactly as I wish to do.

8540. (*Mr. Ayrton.*) Is not the relative necessity for travelling also very much greater in England than in Ireland from the nature of the occupations of the people and their being more largely manufacturing than is the case in Ireland?—I think that the Irish people would travel quite as much as the English people if the fares according to their circumstances were as low; but as was observed by the honourable member, 4d. to an Englishman is about the same as 1d. to an Irishman in the humblest class of life.

8541. Do you think that in order to arrive at a conclusion as to whether the fares are higher or lower, it would be necessary to go much further into an examination of the relative rates than you have gone, looking at the various charges upon the Irish and English railways?—No, I do not think it is necessary to go further into the charges, because I think that the charges should meet the wants of the population, of Ireland without any reference to what England may want or may not want, and that they ought to be at one-third or one-fourth of the present rate. It is the wish of the Irish people that it should be so, and they are willing to make up any loss that might arise from the deficiency, if any loss should arise, which would not be more than for a year or two probably at most.

8542. (*Mr. Roebuck.*) The Commissioners are to understand that when you recommend that this should be done in Ireland, you do not recommend it as an experiment to test the truth or the value of your proposition, but you recommend it as regards Ireland, because the people desire it?—I recommend it as a remedial measure for the wants of Ireland. I do not recommend that it should be taken as a test of the experiment in England, because in England I am sure that the experiment, if I may so call it, would be far more successful than it could possibly be in Ireland.

8543. (*Capt. Galton.*) You consider that the con-

ditions of Ireland are peculiar?—Yes; I consider that Ireland is in a state of great distress at the present time, that she wants her resources developed; and when we find, that some remedial measure is necessary, and that all who have considered the subject have come to the conclusion that nothing could be a greater benefit to Ireland, that nothing would promote her welfare more in every respect than adopting a low rate of charge, both for goods and for passengers; and if along with that the Commission find from the evidence before them that the Irish people, of their own resources, without calling upon the State for a penny, are willing to make up the deficiency, whatever that may be, then I submit to the Commissioners whether or not they would find it consistent with their duty to recommend it to the Government.

8544. (*Mr. Ayrton.*) Can you state any one resource of Ireland of which the development is obstructed or retarded or prejudiced by the present railway charges?—I may state, for instance, the mineral resources of Ireland.

8545. Where are they?—In the county of Wicklow and the county of Waterford.

8546. What are they?—There are copper mines. We find from the statements that have been made, and from what I have heard in Ireland, that the charges are so high on the lines in those counties, that the traffic is not fully developed, that carts are employed on the ordinary roads alongside the railways owing to the excessive charges by railway; and the directors say that they cannot afford to make less charges than they do, and therefore the resources of the country are not fully developed.

8547. Do you mean that copper is now being carried in the country in carts because it cannot be carried upon the railway?—Exactly so, and ores of different kinds.

8548. Which could be carried on the railway, and is not carried on the railway on account of the high charges?—Precisely so, on account of the high charges.

8549. Can you state where that is the case?—I may state that I have a document at home which will prove what I say, and I will put it in.*

8550. (*Capt. Galton.*) You refer to the Wicklow mines?—Yes.

8551. Is not it the case that the Company who work those mines are paying a very high dividend indeed?—I do not know what dividend they pay, but I know from the statement that was made by the secretary, that the charges were so high that they could not develop the resources of the mines.

8552. (*Mr. Ayrton.*) Do you know the cost of cartage in Ireland per ton per mile?—I do not.

8553. Do you know that it is estimated at 6d. per ton?—I know it is very low, but I know at the same time that it can be carried on the railways at a twentieth part at what they cart it at.

8554. Do you know the rate for carrying copper ore on the railway?—I do not know any of the charges; I merely look at the broad fact that carts are employed in carrying alongside the railways, and that the railways can carry at a twentieth part of the cost of cartage.

8555. You were asked simply whether you could mention any particular industry which was impeded or obstructed or prejudiced by the present railway rates that are charged?—I say with regard to developing the mineral resources of the country.

8556. Do you know of anything besides copper ore?—I do not know anything with regard to the particulars of the mines. But I will state another case with regard to cattle. Anyone travelling in Ireland will see droves of cattle going alongside the railway; what is the cause of that? The reason is that the

charges are so high that they are unable to send them by railway, and consequently they drive them along the road. One of the directors of the Midland Railway told me that his own cattle were driven to market or were driven on foot to the ports for exportation when he wanted to sell them, on account of the high charges that were made on the railway, and that he could send them a great deal cheaper on foot.

8557. (*Capt. Galton.*) Do you intend the purchase of those Irish railways to be a compulsory purchase?—There must necessarily be an Act passed before it can be carried out.

8558. To compel them to sell?—Yes.

8559. Upon the conditions which you have named?—Yes. Assuming they would meet with general assent from the parties interested.

8560. Do you propose that there should be a uniform tariff for both goods and passengers over the whole country?—Yes, a uniform tariff for both goods and passengers over the whole country.

8561. Without reference to water communication?—Without reference to anything. I would make a uniform tariff for passengers. I have already mentioned that it would be necessary to settle the tariff for goods according to the circumstances of each case.

8562. You are aware, are you not, that Ireland has already a system of water communication throughout the country which is very perfect?—I know that very well.

8563. It is more perfect than in England, is it not?—I know it is very good.

8564. And the roads?—Are likewise very good.

8565. Do you supplement the road and water communication by placing the railway system under Government as well?—I do.

8566. Your argument is based, is it not, upon the exceptional condition of Ireland?—My argument is based upon the exceptional condition of Ireland, and upon the fact that it would be a great boon for the country, and that it is wished by the Irish people, and that they are willing to pay any loss that might be incurred.

8567. How has it been ascertained that the Irish people are willing to pay?—I assume that before this project would be carried out it would be ascertained from the public feeling whether or not they were willing. I only speak from my communication with many influential gentlemen whom I have spoken to on the subject. I assume from that that they are willing. As a matter of course, if a project of this sort were proposed there would be such an expression of public opinion in Ireland on the subject as would put the question at rest one way or the other. I only go upon general grounds, that where the benefits would be so great and the contingent payment so small, there could be no doubt whatever as to the result of an appeal to the opinion of the people of Ireland; I consider it a matter of some doubt whether there would be in fact a necessity for any payment at all beyond this profit of 200,000*l.*, but in any case I consider that a direct tax would be only required for a few years.

8568. (*Chairman.*) But suppose that the result were that the people of Ireland expressed themselves very willing to have this reduction take place in the railway rates, and to have the railways transferred to the Government, but that they thought that the loss incurred ought to fall upon the whole United Kingdom, what would you say then?—Then I should not give it to them; certainly not.

8569. You think that as a matter of fairness it ought to be done at the cost of Ireland or not at all?—I think as a matter of fairness to all parties we are bound to look as much at justice to England and Scotland, as at justice to Ireland. If it should be found that the Irish people say "We want to travel at exceedingly low rates, and we want to pay nothing ourselves, but we want the English people and the Scotch people to pay for us," I should think there could be no two opinions about it, and that the Government would never entertain a proposition of the sort. But speaking as far as I know from my personal knowledge

W. Galt, Esq.

15 Nov. 1865.

* Extract from the report of the meeting of the Wicklow Copper Mining Company's shareholders, from the "Irish Times" of October 30th:—"Mr. Geoghean, 'The carts carry the ore for miles to Arklow, and when they can compete with the railway it shows something rotten in the state of Denmark.'"

W. Galt, Esq. on the subject, there would be no objection whatever on the part of the Irish people to pay whatever was necessary to indemnify the State.

15 Nov. 1865.

8570. Of course it would be impossible for you to answer for the Irish people as to that point?—No doubt; I can only speak as any other private individual.

8571. (*Capt. Galton.*) You are aware that at the present time the railways work principally in connexion with certain ports of Ireland, and that the competition which exists is a competition for drawing the traffic to those particular ports. If the railways were under one management, and that a Government management, do you anticipate any difficulty arising from the different interests of the several ports being brought to bear upon the Government, in order to obtain additional facilities for the port with which they are connected?—No; I do not see any difficulty that could arise on that score, because, the rates being perfectly equal to every port, there would be no unfairness to one port more than another. It appears to me that one of the great objections to the present system is, that railway directors are enabled to favour one par-

ticular port at the expense of another, and thus frequently exercise a very unfair and prejudicial influence.

8572. If you had a uniform rate, independent of any competition by sea or water carriage, might not the result to some extent be, that the traffic between certain places upon which the revenue of the existing companies depends, might be seriously diminished?—That might be. But in carrying out a great scheme of that sort we cannot help those slight difficulties that may arise.

8573. If that traffic were diminished, would not it to some extent upset the calculations upon which you base your opinion of the receipts?—No, I do not think so, because it extends over the whole of Ireland, and the deficiencies in one place would, I consider, be made up by the over proceeds in another place.

8574. But in fixing the rates between different places you would pay no attention to any competition which existed by other means of communication?—None whatever; I would have the same rates to every place, and give no favour to one party more than to another. It would open a door to great abuse, any departure from a uniform system.

The witness withdrew.

Adjourned.

The following statement was afterwards handed in by the witness:

IRISH RAILWAYS.

GOVERNMENT PROFIT and LOSS ACCOUNT by the adoption of the low scale of fares and charges on goods as given in evidence.

<i>Dr.</i>		<i>Cr.</i>
	£	£
To loss on passenger traffic	200,000	
To loss on goods traffic	- 100,000	
To interest on 1,000,000 <i>l.</i> at		
3½ per cent.	- 35,000	
To balance	- 15,000	
	250,000	
		By profit on class of railway
		No. 1 - - - 95,000
		By profit on class No. 2 - 34,000
		By profit on class No. 3 - 11,000
		By profit on the amalgama-
		tion of the railways under
		one management - 110,000
		250,000

By balance 15,000*l.*

APPENDIX.

APPENDIX F.

PROPOSAL of JUDGE LONGFIELD on the Subject of RAILWAY REFORM.

(*Referred to in his Answers to Questions 2932-5, 2936.*)

THE following plan is proposed as fitted to carry out the wishes of the public without injustice to the proprietors of railway shares. Let an experiment be tried on any great network of railways, for instance, on the great lines which connect the south of Ireland and the cities of Cork, Limerick, and Waterford with Dublin. Those lines belong to two companies, viz., The Great Southern and Western, and the Waterford and Limerick Railway Companies. Let the State guarantee to those companies for 10 years the profit which they are likely to make under the present system, say $4\frac{1}{2}$ per cent. for the Great Southern and Western, and 1 per cent. for the Waterford and Limerick Company.

In return for this, the Government is to have the right to appoint one director on each board, who is to be called the Official Director. He is to have the right to sit and vote on every board and committee, to inspect all the books and accounts, and to receive such information as he requires from all the officers of the company.

After consultation with the board of directors and the chief officers of the company, the official director is to have the absolute right to settle the tariff of fares to be charged for passengers and goods, and the times, and number, and speed of trains. The profits are to be applied, in the first place, to indemnify the State against the dividend which it guarantees to the railway proprietors, and if there should be any surplus, one half ought to be paid into the Consolidated Fund, and the other half distributed as dividend among the shareholders. If the increased accommodations provided for the public under this arrangement should create the necessity of building new stations, engines, or carriages, or of incurring any other expense that ought to be charged to the capital account of the company, the Treasury is to have the power of making the advances necessary for the purpose, and to receive interest on such advances at the rate of 4 per cent., before any of the profits beyond the guaranteed dividend shall be distributed among the shareholders. At the expiration of the 10 years of the guarantee it shall be left to the Board of Trade to determine what proportion of such advances shall be repaid by the company, and the certificate of the Board shall be sufficient authority to the company to increase its capital accordingly by the issue of new shares or bonds. If the official director shall be of opinion that there is anything in the expenditure of the company, or in its mode of keeping its accounts injurious to the interests of the public, or tending to reduce its profits and increase the burden of the guarantee, the question is to be left to the decision of the Board of Trade. The advantages of the proposed arrangement are, 1st, That it does not add materially to the patronage of the Government. No new office is to be created except that of official director, to which of course a competent salary must be attached. 2nd. The interests of the travelling and commercial public are protected, since the official director will have the power of ordering as much accommodation, and fixing as low a rate of charge as the Government may from time to time think proper to direct. 3rd. No injustice is done to the railway companies on whose lines the experiment is to be made, as they are guaranteed against any loss which might arise from the experiment. 4th. As the official director will necessarily acquire an intimate knowledge of all the details of railway management, and its receipts and expenses, he can order such reduction of fares and alteration of trains as will produce a benefit to the public far exceeding the expense which the guarantee will impose on the State.

It may be objected that this plan is a partial one, calculated to confer a benefit only on those parts of Ireland through which the railways flow that are the subject of the experiment. This is undoubtedly true to some extent, but it is not an essential part of the plan that the experiment should be confined to one network of railways. On the contrary, there is no difficulty in extending it to every railway in Ireland, although if the Government wishes to proceed cautiously it may try the experiment on a more limited scale. If it succeeds, it will at once become general. If the sanguine expectations of those who call for railway reform should be realized, and reduction of rates be followed by increased profits, there can be no doubt that the example will be readily followed by all other railways. I am not, however, very confident of this result. A more probable result may be that there will be a small loss, bearing no proportion to the benefits conferred upon the public. In

this event the experiment would be substantially successful, and the Government would have no hesitation in making similar arrangements with all other railway companies. Whatever may be the result, the nation will have the materials to enable it to decide whether it will procure the benefits of reduced fares and increased accommodation by paying the price which is necessary in order to procure them with justice.

Something like the above plan, although it may vary in details, seems to be the only course by which any great reform in railway management can be effected without injustice.

The principal facts are admitted by all parties. The railway companies have undertaken to make certain railways subject to conditions as to trains and fares imposed on them by various Acts of Parliament. The companies have fulfilled those conditions, and it is admitted that the country has derived immense advantages from the railways, although it is alleged that those advantages are not so great as they might have been if the railways had been differently managed. On the other hand, the railway companies have not made any extraordinary profits. Their profits are in fact less than the ordinary return to capital invested in any other trade. It would therefore be unjust to introduce any changes to reduce the profits of those who have already lost by the compact under which the railways were constructed, in order to increase the advantages given to those who have been exclusively gainers by the transaction. The public say to the companies, "Reduce your fares, and increase the accommodation you give us, and you will find that the traffic will increase so much that you will gain instead of losing by the change." The companies reply, "We are by no means sure of that, and therefore we do not wish to try the experiment, but as you say that you are confident that it will succeed, and as in any case you will gain considerably by it, you ought to run the risk which you think is so small."

This appears unanswerable, the public which is to profit by the experiment ought to encounter the risk: and the only point to be considered is, how to do this at the least expense.

It will also be the duty of the official director to take care that the reduction of fares shall be made in such a manner as not to interfere unduly with rival modes of conveyance, such as canal companies, or even other railway companies, if the experiment be partially made.

I believe that the experiment ought to be gradually and cautiously made, because it is impossible beforehand to form a reasonable conjecture of the effects which a considerable reduction of their rates may have upon railway companies.

Some of the calculations that I have seen are very wild. Thus one ingenious writer assumes that the rates through the United Kingdom may be reduced to one-third of their present amount, and that this would probably double the traffic without increasing the working expenses, and that the loss of net income might be estimated at five millions a year.

Now, taking the entire traffic of the United Kingdom to be at present 36 millions a year, which is a fair approximation to the truth, it is a matter of easy arithmetical demonstration that the annual loss on the above suppositions will be 12 instead of five millions.

It is also, I think, clear that the traffic of most railways cannot be doubled without a considerable increase in the working expenses. In the case of goods, the load is practically limited by the worst gradient on the line. This limit has been already reached in many instances; and, in such cases, if the traffic be increased, the working expenses must be increased in nearly the same proportion.

As to the passenger trains, when the number of passengers by any train exceeds the average of 70 for the whole distance (which implies that there will be a considerably greater number over particular parts and on special occasions), it is generally found to be more convenient to the public and to the railway company to meet additional traffic by putting on an additional train, instead of crowding the passengers into the trains already existing. The consequence is, that, whether the annual gross receipts of a railway be 1,000*l.* or 4,000*l.* per mile, the proportion of the working expenses to the gross receipts is found to be about the same. The proportion is generally between 40 and 50 per cent., and depends on the nature of the traffic, the rates, the gradients, and the state of the permanent way.

The modes proposed of avoiding or diminishing the loss of five millions (which ought to be computed at 12 millions) are, I think, fallacious. One is, that the saving by amalgamation of railways is calculated, or rather guessed, at two millions. To judge of the correctness of this guess, it is enough to observe that every penny of expense on each train mile is about equivalent to a total annual expense of half a million. Thus a total saving of two millions a year will imply a saving of 4*d.* per mile; and, on examining the items which compose the working expenses, it appears impossible that a mere amalgamation could cause a reduction of 4*d.*

On the most important items, and on the largest lines, it would have no influence whatever.

Another mode suggested of saving the loss is, that the State can borrow money on better terms than the railways. This seems an illusory source of profit. People are satisfied with less interest from the State because the security is better, and the transaction is not subject to any stamps. But it is not a legitimate financial transaction for the State to borrow money at low interest in order to lend it at higher interest on imperfect security, and no calculation of the profit of the proceeding is sound which leaves the insecurity entirely out of the question, especially when that insecurity is about to be increased by an experiment.

So far as the low rate of interest is caused by the exemption from stamp duty, the State cannot have much profit, for it losses nearly as much by the exemption as it gains by the low rate of interest.

It is probable that an issue of Government stock, to the

value of the railways of the United Kingdom, would lower the funds more than 15 per cent. There is a limit to the number of persons who are willing to accept the low rate of interest in consideration of the other advantages which the funds possess, and it is clear that railway shareholders are chiefly persons who, to the extent at least of their shares, prefer the higher, although less secure, income derived from railways to the lower and more certain dividends from the funds.

I have made the above observations, not as an argument against the reduction of railway fares, but in order that it may be made with a full knowledge of its effects. I believe that no considerable reduction can be made without a loss which will not be covered by increased traffic for several years. I believe that the loss must fall upon the national finances chiefly, and that the expedients proposed to prevent the loss are illusory, and that ample compensation will be found in the increased wealth of the country consequent upon the reduction. The gain to the customers of the railways will necessarily be far more than the loss of net income to the railways. The latter will be equal to the reduction of charges on the old traffic, minus the profit on the increase of traffic; the gain will be the reduction on the old traffic, plus half the reduction on the new traffic. The indirect advantages of a reduction are probably still greater, but they cannot be made the subject of calculation.

I beg leave respectfully to submit these remarks to the members of the Royal Commission on Railways.

W. LONGFIELD.

47, Fitzwilliam Square, Dublin,
May 1865.

APPENDIX H.

LETTER and ENCLOSURE sent by the COMMISSION to various CHAMBERS of COMMERCE, and other PUBLIC BODIES in the UNITED KINGDOM.

ROYAL COMMISSION ON RAILWAYS.

House of Lords,

Westminster, S.W., 1865.

SIR,

I AM directed to forward you the enclosed summary of Her Majesty's commands to this Commission, and to ask whether you are desirous of offering evidence on any of the subjects referred to therein.

If so, I shall be obliged by your sending me the names of the witnesses who propose to come before the Commission, and a short statement of the general nature of the evidence they would give.

I am, &c.

WILLIAM POLE, Secretary.

ROYAL COMMISSION ON RAILWAYS, 1865.

COMMISSIONERS:—

His Grace the Duke of Devonshire, K.G., F.R.S., Chairman.

The Right Hon. the Earl of Donoughmore.

The Right Hon. Lord Stanley, M.P., F.R.S.

The Hon. E. F. Leveson Gower, M.P.

The Right Hon. Robert Lowe, M.P.

Sir Rowland Hill, K.C.B., F.R.S.

J. A. Roebuck, Esq., M.P.

T. B. Horsfall, Esq., M.P.

Robert Dalglish, Esq., M.P.

Geo. Carr Glyn, Esq., M.P.

A. S. Ayrton, Esq., M.P.

Capt. Douglas Galton, R.E., F.R.S.

E. T. Hamilton, Esq.

J. R. M'Clean, Esq., Pres. Inst. C.E.

WILLIAM POLE, F.R.S., Secretary.

Five Commissioners to form a Quorum.

House of Lords,

Westminster, S.W., March, 1865.

SUMMARY OF HER MAJESTY'S COMMANDS TO THE COMMISSION.

1. To inquire into the *charges* now and heretofore made by the railway companies of Great Britain and Ireland, for the conveyance of passengers, parcels, goods, minerals, animals, agricultural products, and other merchandise.

2. And into the *equality* or *difference* of such charges under similar circumstances, whether as between different companies, or by the same company in different cases; and whether there are any special circumstances which render necessary such inequality or difference.

3. And into the actual *costs* of such conveyance.

4. To compare such costs and charges with those (relatively to the accommodation and service) on *Foreign Railways*.

5. To report whether (with a due regard to the progressive extension of the railway system) it would be practicable, by any changes in the law;

a. To effect a more convenient *interchange of traffic* between the several systems of railways; and

b. More economical arrangements for the working of railways; so as to make any considerable *reduction* in the *costs* of conveyance;

c. And in the *charges* to the public;

d. And to secure more effectually the *safe, expeditious, punctual and cheap transit* of passengers and merchandise;

e. With as near an approach as may be to *uniformity of charge, and equality of treatment* for all persons under similar circumstances.

APPENDIX P.

(IRISH INQUIRY.)

COPY of a LETTER from the CHANCELLOR of the EXCHEQUER to the PRESIDENT of this COMMISSION.

11, Carlton House Terrace,
 MY LORD DUKE, April 11, 1865.

MANY of the representatives of Ireland in the House of Commons have expressed in Parliament their desire that the examination into the Irish railway system and its operation, which is included in the general inquiry undertaken by the Royal Commission under your Grace's presidency, should not be postponed until after the case of the railways of Great Britain shall have undergone investigation.

Her Majesty's Government are under the impression that the case of the Irish Railways is comparatively simple, and that the facts connected with it might probably be collected at an early period, under the auspices and instructions of the Commission, but without interruption to that course of inquiry into more difficult and complex, as well as more extended, questions upon which the Commission may already have entered; and they accordingly entered into an

engagement to bring this matter under the consideration of the Commission.

I have therefore to request that your Grace will be good enough to consult with your colleagues in the Commission upon the question which I have submitted; and I have to express the readiness of Her Majesty's Government to co-operate with the Commission by providing, should it in their judgment be necessary, additional assistance with a view to the more speedy and convenient collection of the information which is desired.

I have the honour to remain,
 Your Grace's very obedient
 and faithful servant,
 (Signed) W. E. GLADSTONE.

His Grace
 The Duke of Devonshire, K.G.,
 &c. &c. &c.
 Lismore Castle, Lismore.

APPENDIX R.

(IRISH INQUIRY.)

STATEMENT of MR. G. W. SHANNON as to OBSTRUCTIVE POLICY followed by DIRECTORS of IRISH RAILWAYS.

Dublin, 13, Leeson Park,
 SIR, May 5, 1865.

REFERRING to your letter of 26th ultimo, I have now respectfully to submit for consideration of your Commissioners the following observations bearing upon the attainment of more extended and economical traffic by the Irish railway system, but in doing so details must be necessarily omitted, and only the results stated, lest the views of an individual shareholder may be unduly obtruded on the Commissioners' attention.

An Act passed in the year 1847 which contained powers for amalgamating the lines of railway between the city of Belfast, the distance being 113 miles, under upwards of 30 directors, but no action was taken on it by the directors of the respective companies, nor was any effort made to consolidate their service until the year 1863, when the shareholders raised the question and began to take a more active part in the management of their property, the discovery of the Act of 1847 followed, and its suppression for 17 years, but appeals to the directors to carry out the intention of the Legislature, to save working expenses, and to open up the resources of the northern districts were met by opposition from all the boards, to whose half-yearly reports for the years 1863, 1864, and 1865 on this subject the Commissioners are for convenience referred in the Appendix.

A Bill was, in December 1864, promoted by some of the dissentient shareholders, which was discussed at the general meetings in Dublin on 24th and 28th February 1865, when the directors of the Dublin and Drogheda and the Dublin and Belfast Junction Companies caused the Bill to be withdrawn, but finding the feeling of the shareholders strongly expressed, the directors undertook at length to carry out amalgamation themselves, if left in their hands.

At a general meeting held in Belfast on the 15th February 1865, by the Ulster Railway Company, a resolution was carried by the shareholders against the directors and in favour of amalgamation.

Looking, therefore, to the facts that for 18 years the powers given for amalgamating the lines have lain dormant, and the intentions of the Legislature have been frustrated, that notwithstanding its manifest advantages no effort of the shareholders has proved successful to accomplish it, I consider that to Government intervention alone can we look for this indispensable preliminary to large savings and developed trade, with much higher rates of dividend to the shareholders.

In the management of the Midland Railway (Dublin and Galway) I am more directly interested by reason of the propinquity of my stepson's estates in the county

of Westmeath and King's county, and I would invite attention to the management as evidence of how far a large existing traffic and the germs of very profitable carrying trade may be jeopardised.

The dividend paid by the board was five per cent. for some years, which induced investments, but in the year 1864 it was surmised by some of the shareholders that the management was improvident, and the accounts having been examined, it was conceived necessary to appeal to the proprietary on the subject, a committee of whom sat for several days prior to the general meeting of September 1864, and under the able direction of Lord Clonbrock, they were so well supported that after a contest with the directors a section of them presented for re-election were removed, and their report was rejected by the general meeting.

At the next general meeting a two per cent. dividend was offered instead of four per cent. of the preceding half year, and the chairman admitted that no dividend was justified, that the working expenses for the three preceding years had averaged 51 per cent., and that there was no fund reserved for renewals, although such was regularly stated in the reports annually presented; a committee of shareholders was thereupon moved by Lord Castlemaine, and only postponed to the next meeting pending the creation of 300,000*l.* of preference stock: the same course will probably be taken at the next September meeting as at the last, but from the expense and trouble thus entailed on the shareholders to check the management of the line, some intervention by Government would appear likely to prove salutary.

I take no exception to the management of the Great Southern and Western Railway Line (Dublin and Cork), nor am I aware that other proprietors do so, although the third-class service is rather limited; but the traffic accommodation provided by it and its branches is not at all what such extensive districts require as are traversed by them.

Having thus briefly touched on the condition of the lines in which I am interested, I have to add that the interests directly affected, and the nature of the questions which are indirectly influenced by the scope of the pending inquiry, render it scarcely subordinate in moment to any which has attracted the attention of Government in Ireland.

I have, &c.
 William Pole, Esq., (Signed) GEORGE WM. SHANNON.
 Secretary,
 Royal Commission on Railways,
 House of Lords, Westminster.

APPENDIX.

(NORTHERN LINES.)

No. 1. 1847. Act enabling the companies to amalgamate, &c.

No. 2. 1863, December 31st. Report of the Dublin and Belfast Junction directors states that—"Since the last half-yearly meeting amalgamation has engaged the attention of the directors, and negotiations have taken place between the boards of the three companies, which do not, they regret to say, indicate any prospect of accomplishing this object."

No. 3. 1864, June 30th. Report of same states that—"Amalgamation of the three companies would not have the assent of the Dublin and Drogheda and Ulster Companies, and that the subject of amalgamation of the three companies or any of them should not be pressed."

No. 4. 1864, June 30th. Report of the Dublin and Drogheda directors states that—"In pursuance of a resolution of the shareholders for amalgamation two meetings took place with the directors of the Belfast Junction Company, but without result."

No. 5. 1864, December 23rd. A Bill promoted by shareholders to oblige the directors of the Dublin and Drogheda and the Dublin and Belfast Junction Companies to amalgamate.

No. 6. 1865, January 6th. Circular letter of the Dublin and Drogheda directors objecting to amalgamation unless the directors of the Ulster Company should agree.

No. 7. 1865, February 10th. Report of the Dublin and Drogheda directors agreeing to amalgamate with the Belfast Junction Company alone.

No. 8. 1865, February 18th. Report of the Dublin and Belfast Junction directors agreeing to the amalgamation with the Dublin and Drogheda Company alone.

No. 9. 1865, February 15th. Report of the general meeting of the Ulster Company and of resolution carried for amalgamation of the three companies.

No. 10. 1865, January. Westminster Review and article on amalgamation of Irish northern lines.

(MIDLAND RAILWAY.)

No. 11. 1864, September 22nd. Report of the directors states 12,000*l.* reserved fund and four per cent. dividend.

No. 12. 1864, September. Circular letter of the shareholders to organize opposition to the directors, and (the Honourable Captain Gough in the chair) resolution passed "that the management of the Midland Railway has been attended with injurious results to the interests of the shareholders."

No. 13. Report of the general meeting.

No. 14. 1865, March 23rd. Report of the directors.

No. 15. Report of the general meeting.

APPENDIX U.

(IRISH RAILWAYS.)

REPORT of the COMMITTEE of the CHAMBER OF COMMERCE of the City of WATERFORD appointed to investigate into the present Working of the Railways to and from Waterford, and to bring the Result of their Inquiries before the Notice of the Royal Commissioners on Railways sitting in London.

YOUR Committee considers that the railway communications of Ireland are generally very defective, and that the interchange of traffic is much obstructed, and the convenience of the public is not sufficiently considered in the arrangements. The only parts of the country well served are those commanded by the lines running directly into Dublin. The interference of Parliament to secure a proper development and extension of the railway system is much required, and is essential to the well-being of the country.

The non-existence of railway communication between the north and south through the midland districts of Ireland is much felt, and attempts have been made from time to time to supply the want by parties interested therein, whose efforts have only very lately been partially successful, in consequence of the decided opposition given by existing railway companies to the bills sought for that purpose.

The absence also of due co-operation between the railways is very injurious to the trading and travelling public, by withholding from them those facilities to which they are fairly entitled. For instance, although the distance between Waterford and Dublin is only 112 miles, in consequence of the want of harmonious working between the Great Southern and Western and the Waterford and Kilkenny railways, the citizens of Waterford have no daily return communication with the metropolis, and we trust that the Royal Commissioners will see fit to recommend such arrangements as will ensure this required accommodation.

Furthermore, third-class passengers can only reach Dublin by leaving Waterford at 7.30 a.m., remaining in Kilkenny from 9.15 a.m. till 6.40 p.m., and not arriving in Dublin till 10.10 at night, thus occupying nearly 15 hours, and, when returning, must necessarily stop one night at Kilkenny (Sundays excepted, when a delay of 5½ hours occurs there), thus practically defeating the wise provisions of the Legislature relative to third-class passengers.

Another great inconvenience suffered by the public of the south of Ireland arises from defective arrangements at the Limerick junction, where passengers are delayed a considerable time before they can pursue their journey to the respective stations they are booked for, as will appear by the following memorandum.

UP TRAINS from Waterford via Limerick Junction to Dublin and intermediate Stations.

Leaving Waterford at	-	6.0 AM	9.45 AM	2.45 PM
Arrives at Limerick junction	-	8.35 AM	12.5 PM	5.15 PM
Leaves junction at	-	10.34 AM	1.57 PM	5.17 PM
		Delay— 2 hours.	Delay— 1 h. 52 m.	No delay.

TRAINS from Cork to Waterford.

Leaving Cork at	-	8.0 AM	11.40 AM	2.45 PM	5.30 PM	10.10 PM
Arrives at junction	-	10.34 AM	1.47 PM	4.57 PM	8.5 PM	12.8 AM
Leaves junction	-	12.22 PM	5.25 PM	5.25 PM	12.15 AM	12.15 AM
		Delay— 1.48 m.	Delay— 3 h. 38 m.	Delay— 28 min.	Delay— 4 h. 10 m.	

The Committee also considers that the postal arrangements are very unsatisfactory; time is most unnecessarily wasted on the railways, as by an acceleration of the trains from the Kildare junction to Waterford to a speed equal to that of those from that place to Cork, the mails would reach Waterford at 12.20 p.m., and need not be despatched till 1.50 p.m., the advantages of which to the traders of this city would be very great.

This Committee further considers that some steps might be taken by Government to benefit Ireland through the railway system, as a very effectual mode of developing the resources of the country, and we trust that the Royal Commissioners will especially turn their attention to this branch of the subject of their inquiries, and, in default of private speculation, that they suggest that Government might take steps to make such lines of railway as are essential to open up large and important districts, and to fill up such links of communication as are now incomplete.

Your Committee also wish to observe that a large amount of the capital of this country has become locked up in original railway securities, which have been rendered unprofitable owing to the large rate of interest required to be paid on preference shares and on debenture stock, and they would therefore respectfully recommend that Government should make to such railways as can show good and sufficient security permanent loans at a rate of interest not exceeding 3½ per cent. of sufficient amount to enable them to pay off their present bonded debts and preference shares.

The proprietary would thus be benefited to a very large extent, and Government would thereby obtain such right of control as would enable them to insist on proper facilities being afforded to the public.

All the foregoing is respectfully submitted to the Royal Commissioners on Railways by the Committee of the Chamber of Commerce of the city of Waterford appointed for such purpose.

(Signed) SAMUEL HARRIS,
President of the Chamber of Commerce and
Chairman of the Committee.

(Signed) GEORGE GIBSON,
Waterford, 15th May 1865. Secretary.

IRISH RAILWAYS.

Extracts from Returns to the Board of Trade for the Year 1863
relative to Irish Railways.

IRELAND. -

RETURNS by the several RAILWAY COMPANIES in IRELAND, showing the TRAFFIC of the respec

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1862.	Length of Line open on 31st Dec. 1863.			PASSENGER TRAFFIC.								GOODS TRAFFIC.							
		Double.	Single.	TOTAL.	NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Sea- son and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.				
					1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL Passengers.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.		
Athenry and Tuam (Leased.)		M.	M.	M.	M.	See "Midland Great Western."					No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	
Bagenalstown and Wexford		See "Great Southern and Western."																		
Banbridge Junction (Leased.)		See "Dublin and Belfast Junction."																		
Banbridge, Lisburn, and Belfast (Leased.)		See "Ulster."																		
Belfast and County Down*	49	-	-	49	49	135,513	292,162	257,273	684,948	2,358	36	277	980	10,319	3,746	1,769	8,779	13,158	21,905	37,972
Belfast and Northern Counties	100	7	93	100	100,626	142,233	598,906	841,765	843	272	915	1,846	58,950	12,518	4,686	29,461	28,404	57,865	137,129	
Londonderry and Cole- raine	36	-	-	36	36	19,872	29,561	104,530	153,963	210	32	381	257	5,451	2,934	1,129	4,887	-	4,887	27,000
Carrickfergus and Larne	15	-	-	15	15	8,249	12,493	57,738	78,480	25	10	574	102	8,463	-	-	950	-	950	13,000
Total (Belfast and Northern Counties)	151	7	144	151	128,747	184,287	761,174	1,074,208	1,078	314	1,870	2,205	72,864	16,452	5,815	35,298	28,404	63,702	178,179	
Carrickfergus and Larne	See "Belfast and Northern Counties."																			
Cork and Bandon	20	-	-	20	20	8,822	48,707	70,986	128,515	-	128	99	471	1,889	3,075	82,766	-	-	-	34,000
Cork and Kinsale Junc- tion	-	-	-	11	11	NO RETURN TO THE ORDER OF THE HOUSE.														
Cork and Limerick Direct	See "Great Southern and Western."																			
Cork and Youghal*	33	-	-	33	33	108,728	163,190	325,395	597,313	300	23	71	891	1,658	3,458	13,899	421	-	421	17,000
Cork, Blackrock, and Passage	6	-	-	6	6	88,511	169,540	331,640	584,700	181	-	-	806	-	-	-	-	-	-	-
Dublin and Belfast Junction (Including "Banbridge Junction.")	63	56	7	63	46,508	81,943	144,208	272,659	-	365	1,605	2,547	11,651	6,021	6,808	-	-	-	-	120,000
Dublin and Drogheda	62	32	43	75	91,450	157,600	414,385	663,435	274	425	1,850	2,729	31,475	38,090	23,574	-	-	-	-	85,000
Dublin and Kingstown	See "Dublin, Wicklow, and Wexford."																			
Dublin and Meath	23	-	-	23	23	15,402	18,827	63,599	97,328	11	13	902	1,030	10,852	24,963	1,883	1,623	952	2,775	4,000
Dublin, Wicklow, and Wexford	44	12	73	85	192,191	371,095	593,570	1,150,856	984	106	486	2,770	5,606	5,030	12,993	2,008	18,390	20,398	38,000	
Dublin and Kingstown Total (Dublin, Wick- low, and Wexford)	6	6	-	6	176,961	1,098,451	1,114,538	2,390,010	2,456	-	-	2,216	-	-	-	-	-	-	-	-
Finn Valley	See "Irish North Western."																			
Great Northern and Western of Ireland	See "Midland Great Western of Ireland."																			
Great Southern and Western (Including "Irish South- Eastern" "Killarney Junction" and the "Tralee and Killarney," from 1st July.)	353	188	185	373	151,839	260,834	499,832	912,505	-	872	7,615	7,157	110,341	120,089	160,578	49,482	-	49,482	284,000	
Irish South-Eastern - (1st Jan. to 1st July.)	-	-	-	-	6,252	10,710	17,867	34,829	-	48	478	298	4,585	2,364	22,802	224	-	-	224	11,000
Bagenalstown and Wexford	21	-	-	21	21	3,106	5,403	3,677	12,186	-	17	313	146	917	1,217	3,769	4	-	4	2,000
Cork and Limerick Direct	17	-	-	17	17	6,354	12,948	38,833	53,135	-	24	289	247	1,770	2,068	6,240	1,315	-	1,315	28,000
Total (Great South- ern and Western)	391	188	223	411	167,551	289,895	555,209	1,012,056	-	961	8,695	7,848	117,613	125,728	193,389	51,025	-	-	51,025	327,000
Irish North-Western, Including Londonderry and Enniskillen.)	130	9	123	131	22,028	59,551	240,709	322,288	42	92	713	1,130	47,015	6,989	91,326	-	-	-	-	121,000
Clones and Cavan Branch	15	-	-	15	15	1,677	2,914	16,750	21,241	-	4	115	67	4,272	816	7,895	-	-	-	11,000
Finn Valley From 7th Sept. Total (Irish North- Western)	-	-	-	13	13	771	1,635	11,498	13,904	-	-	-	31	103	86	2,138	-	-	-	2,000
Killarney Junction	See "Great Southern and Western."																			
Limerick & Castle Connell	See "Waterford and Limerick."																			
Limerick and Ennis	See "Waterford and Limerick."																			

* Return for the year ending 31st January 1864.

† Return for the year ending 31st October 1863.

‡ Including minerals.

IRELAND.

WAYS IN PASSENGERS and GOODS during the Year ended 31st December 1863.

NUMBER OF TRAINS RUN.		NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.						TOTAL RECEIPTS FROM ALL TRAFFIC.			
Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.					EX-PRESS.					RECEIPTS FROM PASSENGERS.					TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Trains.	Live Stock.	MINERAL.			General Merchandise.	TOTAL Receipts from Goods Traffic.	
					1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Coal and Coke.	Other Minerals.	TOTAL.										
					d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
1,248	23,229	188,162	29,684	217,846	1'60	1'15	0'71	-	-	5,734	7,373	9,742	2,662	25,511	890	200	26,601	573	714	1,915	1,629	5,658	7,860	34,480	34,480	34,480	34,480	34,480	
1,878	12,316	298,151	93,345	391,496	1'89	1'36	0'84	-	-	9,066	10,081	22,354	1,263	43,619	2,657	2,950	40,226	1,879	4,605	1,534	6,139	31,722	39,740	89,922	89,922	89,922	89,922	89,922	
628	5,632	113,184	20,592	133,776	1'87	1'41	0'94	-	-	2,397	2,402	4,345	235	9,379	438	1,300	11,117	282	520	-	520	5,235	6,037	17,112	17,112	17,112	17,112	17,112	
626	2,340	26,120	9,048	35,168	1'85	1'31	0'88	-	-	631	637	1,602	24	2,894	134	-	3,028	136	85	-	85	1,187	1,408	4,441	4,441	4,441	4,441	4,441	
3,130	20,238	437,455	122,985	560,440	-	-	-	-	-	12,994	13,070	28,301	1,527	55,892	3,229	4,250	63,371	2,297	5,210	1,534	6,744	38,144	47,185	110,829	110,829	110,829	110,829	110,829	
1,866	5,212	66,920	37,320	104,240	2'46	1'51	0'84	-	-	1,102	4,304	3,504	-	8,910	657	1,000	10,567	1,102	-	-	-	6,965	8,067	18,492	18,492	18,492	18,492	18,492	
313	5,053	154,560	16,902	171,462	1'89	1'41	0'92	-	-	4,985	5,258	6,880	-	17,123	415	275	17,513	588	29	-	29	3,270	3,882	21,421	21,421	21,421	21,421	21,421	
-	10,056	62,850	-	62,850	1'63	1'22	0'81	-	-	2,090	3,046	4,167	482	9,785	201	50	10,126	-	-	-	-	-	-	10,126	10,126	10,126	10,126	10,126	
2,043	9,016	184,675	82,035	266,760	2'30	1'72	0'98	-	-	14,568	15,134	11,490	-	41,192	2,507	5,907	49,696	1,223	-	-	-	*20,198	21,421	71,421	71,421	71,421	71,421	71,421	
1,461	15,233	320,859	45,274	366,133	1'56	1'16	0'75	-	-	13,994	15,122	19,579	917	40,612	3,654	4,468	57,734	3,282	-	-	-	*23,407	26,689	184,407	184,407	184,407	184,407	184,407	
17	2,810	104,891	644	105,035	2'07	1'45	0'92	-	-	1,725	1,268	3,019	15	6,027	437	-	6,464	1,162	179	116	295	2,207	3,644	10,101	10,101	10,101	10,101	10,101	
1,309	19,654	246,977	34,771	231,748	1'99	1'50	0'98	-	-	9,937	14,891	17,116	2,952	44,946	2,410	1,385	48,741	1,140	171	1,897	2,068	7,825	11,033	59,766	59,766	59,766	59,766	59,766	
-	32,137	193,895	-	193,895	2'15	1'62	0'96	-	-	6,552	28,004	17,021	8,119	59,686	1,157	1,860	62,713	-	-	-	-	-	-	62,713	62,713	62,713	62,713	62,713	
1,309	51,789	440,872	34,771	475,643	-	-	-	-	-	16,539	42,895	84,137	11,071	104,642	3,567	3,245	111,454	1,140	171	1,897	2,068	7,825	11,033	122,488	122,488	122,488	122,488	122,488	
6,416	12,983	703,547	437,999	1,201,546	2'10	1'57	0'99	-	-	66,951	68,079	75,777	-	211,707	19,947	31,055	262,709	31,589	9,282	-	9,282	124,492	165,393	423,492	423,492	423,492	423,492	423,492	
175	1,163	24,775	8,468	33,243	2'10	1'55	0'97	-	-	969	1,204	1,212	-	3,385	313	130	3,828	971	13	-	13	1,965	2,919	6,744	6,744	6,744	6,744	6,744	
-	1,252	26,292	-	26,292	2'10	1'55	0'97	-	-	425	511	220	-	1,156	130	-	1,236	126	1	-	1	445	572	1,842	1,842	1,842	1,842	1,842	
624	2,602	49,450	16,600	65,050	1'74	1'41	0'81	-	-	1,044	1,431	2,271	-	4,746	212	-	4,959	324	124	-	124	5,422	5,870	10,896	10,896	10,896	10,896	10,896	
7,215	18,003	804,364	522,007	1,326,431	-	-	-	-	-	69,389	72,125	79,480	-	220,994	20,603	31,185	272,782	33,010	9,420	-	9,420	132,324	174,754	447,478	447,478	447,478	447,478	447,478	
3,170	9,746	373,905	140,230	523,135	-	-	-	-	-	5,816	9,063	18,777	354	34,015	1,994	4,690	40,699	3,388	-	-	-	42,118	45,506	80,624	80,624	80,624	80,624	80,624	
501	1,943	17,936	8,743	26,679	-	-	-	-	-	176	283	981	-	1,440	89	-	1,529	367	-	-	-	1,761	2,128	3,889	3,889	3,889	3,889	3,889	
417	1,005	5,980	5,419	11,399	-	-	-	-	-	87	116	486	-	689	18	-	707	70	-	-	-	325	395	1,120	1,120	1,120	1,120	1,120	
4,148	12,694	397,821	163,392	561,213	2'01	1'40	0'99	-	-	6,079	9,467	20,244	354	36,144	2,101	4,690	42,935	3,825	-	-	-	44,204	48,029	90,633	90,633	90,633	90,633	90,633	

* Including Receipts for carriage of Minerals.

† Exclusive of 8997. Tolls paid by Dublin and Meath Railway Company.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1862.	Length of Line open on 31st Dec. 1863.			PASSENGER TRAFFIC.									GOODS TRAFFIC.					
					NUMBER OF PASSENGERS (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Sea- son and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.			
													Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	TOTAL.	
		Double.	Single.	Total.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL Passengers.											Cattle.
Limerick and Foynes -	M.	M.	M.	M.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	
Londonderry and Cole- rairie	See "Waterford and Limerick."																		
Londonderry and Ennis- killen (Leased.)	See "Belfast and Northern Counties."																		
Londonderry and Ennis- killen (Leased.)	See "Irish North-Western."																		
Londonderry and Lough Swilly	-	-	-	9	9														
Midland Great Western of Ireland	-	-	-	9	9	Opened only one day in 1863.													
Great Northern and Western	235	112	130	242	60,983	135,004	315,451	511,438	112	143	2,382	2,952	85,877	148,395	63,788	10,238	-	10,238	
Athenry and Tuam	72	-	72	72	5,451	16,841	62,614	84,906	-	10	192	296	19,499	24,146	33,361	1,322	-	1,322	
Total (Midland Great Western of Ireland)	16	-	16	16	1,933	5,158	14,883	21,974	-	3	40	38	1,981	6,030	9,096	298	-	298	
Newry and Armagh	323	112	218	350	68,367	157,003	392,948	618,318	112	156	2,614	3,280	107,357	178,571	106,245	11,858	-	11,858	
Newry, Warrenpoint, and Rostrevor	4	-	4	4	11,469	27,064	51,935	90,468	-	13	68	286	110	20	3,144	12,452	-	12,452	
Tralee and Killarney	6	-	6	6	18,709	15,613	61,042	95,364	39	-	13	238	1,172	1,070	4,400	-	-	-	
Ulster	See "Great Southern and Western."																		
Portadown, Dungannon, and Omagh Junction.	52	49	16	65	98,040	236,088	427,416	761,544	829	258	1,724	1,944	47,651	9,979	25,508	23,030	-	23,030	
Banbridge, Lisburn, and Belfast	41	-	41	41	11,819	37,919	71,120	120,858	37	33	511	520	16,291	4,871	8,756	1,868	-	1,868	
Total, Ulster	-	-	15	15	4,068	8,147	30,062	42,277	23	-	40	46	1,327	62	655	1,136	-	1,136	
Waterford and Kilkenny	93	49	72	121	113,927	282,154	528,598	924,679	889	291	2,275	2,510	65,269	14,412	34,919	26,034	-	26,034	
Waterford and Limerick	See "Waterford and Limerick."																		
Waterford and Limerick	77	22	55	77	45,390	84,149	168,398	297,937	-	152	2,668	1,814	23,617	25,472	133,544	11,077	-	11,077	
Waterford and Kilkenny	30	-	30	30	9,560	24,638	38,160	72,358	-	59	254	572	3,587	11,027	53,496	6,963	-	6,963	
Limerick and Foynes	26	-	26	26	8,034	15,986	59,505	83,525	-	6	40	236	3,972	651	14,062	1,260	-	1,260	
Limerick and Castle Connell	13	-	13	13	12,100	18,021	57,808	87,924	-	2	39	162	2,397	962	7,968	1,501	-	1,501	
Limerick and Ennis	25	-	25	25	6,940	17,072	40,219	64,261	-	24	117	152	5,659	4,556	19,091	43	-	43	
Total (Waterford and Limerick)	171	22	149	171	82,024	159,866	364,115	606,005	-	243	3,118	2,936	39,232	42,668	228,161	21,444	-	21,444	
Waterford and Tramore	8	-	8	8	52,490	-	54,807	107,297	139	-	-	525	16	5	367	305	2,162	2,467	
TOTAL (IRELAND)	1,598	493	1,248	1,741	1,826,746	3,580,997	6,354,448	11,462,191	8,863	3,170	24,826	35,502	528,473	470,205	770,941	-	-	234,541	

No return of the traffic of the Cork and Kinsal Railway has been received.

IRELAND.

Periods to which this Statement refers.	Length of Line open.			PASSENGER TRAFFIC.									GOODS TRAFFIC.							NUMBER OF RUN.	
				Number of Passengers (exclusive of Holders of Season and Periodical Tickets).					Number of Hold- ers of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	LIVE STOCK.			MINERALS.					
	Cattle.	Sheep.	Pigs.										Coal and Coke.	Other Minerals.	TOTAL.						
				Double.	Single.	TOTAL.	1st Class.	2d Class.								3d Class including Parlia- mentary.	TOTAL Passen- gers.	No.	No.	No.	No.
Year ended } 31st Dec. 1862 }	Ms.	Ms.	Miles.						No.	No.	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.			
	473	1,125	1,598	1,380,137	3,427,018	5,622,051	10,429,216	7,657	2,983	21,246	33,031	459,922	451,844	695,171	-	-	246,016	1,473,138	188,710	35,607	
Year ended } 31st Dec. 1863 }	493	1,248	1,741	1,526,746	3,580,997	6,334,448	11,462,191	8,963	3,170	24,826	35,502	528,473	470,205	770,941	-	-	234,541	1,612,274	203,977	34,817	

NUMBER OF TRAINS RUN.		NUMBER OF MILES TRAVELLED BY TRAINS.		AVERAGE FARES per Mile.		RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.		
Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	ORDINARY.		EX-PRESS.		RECEIPTS FROM PASSENGERS.						Receipts from Mails.	Total Receipts from Passenger Trains.	MINERALS.			General Merchandise.	Total Receipts from Goods Traffic.				
					1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary.	Holders of Season and Periodical Tickets.	Total from Passengers.			Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Coal and Coke.	Other Minerals.			Total.			
					d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
4,062	14,598	629,432	365,453	994,885	2'15	1'70	1'00	-	-	23,066	29,564	50,362	414	103,406	8,240	14,863	126,509	31,138	2,068	-	-	2,068	68,067	101,273	227,782
699	2,111	73,334	54,247	127,581	2'24	1'68	0'99	-	-	1,816	2,953	6,822	-	11,591	676	2,349	14,616	4,154	101	-	-	101	7,508	11,763	26,379
28	2,136	82,672	433	33,165	2'34	1'63	0'97	-	-	224	407	728	-	1,359	78	50	1,487	337	25	-	-	25	958	1,320	2,807
4,789	18,845	735,438	420,133	1,155,571	-	-	-	-	-	25,106	32,924	57,912	414	116,356	8,994	17,262	142,612	35,629	2,194	-	-	2,194	76,533	114,356	256,968
1,184	3,654	19,760	9,472	29,232	2'05	1'32	0'87	-	-	393	594	753	-	1,740	127	-	1,867	20	-	-	-	1,866	1,886	3,753	
-	5,228	Mixed 31,368	-	31,368	1'50	1'16	0'83	-	-	965	638	1,563	114	3,280	117	-	3,397	77	-	-	-	1,221	1,298	4,695	
3,531	11,621	279,810	131,469	411,279	1'98	1'49	0'96	-	-	10,769	17,535	19,857	891	49,052	2,632	3,674	55,358	3,835	3,670	-	-	3,670	38,535	46,090	101,448
890	4,157	109,416	29,402	138,818	2'01	1'51	0'98	-	-	1,772	3,457	3,851	37	9,117	559	100	9,776	929	181	-	-	181	6,957	8,067	17,943
296	1,342	15,813	4,440	20,253	1'06	1'43	0'91	-	-	299	394	905	23	1,621	72	-	1,693	46	94	-	-	94	560	709	2,409
4,717	17,120	405,039	165,311	570,350	1'76	1'26	0'76	-	-	12,840	21,386	24,613	951	59,790	3,263	3,774	66,827	4,810	3,945	-	-	3,945	46,111	54,866	121,693
698	4,643	302,889	51,944	354,833	2'20	1'66	1'00	-	-	6,913	9,244	10,585	-	26,742	3,341	2,918	33,001	10,416	2,107	-	-	2,107	21,782	34,305	67,308
643	2,625	61,442	19,837	81,299	2'33	1'67	0'99	-	-	1,983	3,419	2,083	-	7,485	460	566	8,511	3,171	1,301	-	-	1,301	5,970	10,442	18,953
22	1,917	46,764	380	47,144	1'76	1'26	0'76	-	-	691	1,012	2,562	-	4,265	234	-	4,499	566	127	-	-	127	1,319	2,012	6,511
4	3,916	33,741	34	33,775	1'48	1'11	0'79	-	-	356	434	954	-	1,744	56	2	1,802	114	56	-	-	56	455	625	2,427
10	1,902	46,825	218	47,043	1'96	1'49	0'98	-	-	1,041	1,834	2,428	-	5,303	243	30	5,576	1,100	10	-	-	10	2,544	3,654	9,230
1,377	15,008	491,661	72,433	564,094	-	-	-	-	-	10,984	15,943	18,612	-	45,539	4,334	3,516	53,389	15,867	3,601	-	-	3,601	32,070	51,038	104,427
-	5,554	Mixed 40,266	-	40,266	1'37	-	0'96	-	-	2,492	-	1,775	253	4,520	69	55	4,644	11	12	216	228	108	347	4,991	
4,817	238,794	4,886,461	1,722,473	6,608,934	-	-	-	-	-	201,979	260,547	325,771	18,760	807,057	55,345	79,877	942,279	104,111	-	-	-	30,153	442,111	576,375	1,518,654

* Including Receipts for carriage & Minerals.

IRELAND.

By Goods Trains.		TOTAL.	AVERAGE FARES PER MILE.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM GOODS TRAFFIC.							TOTAL Receipts from all Sources of Traffic.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
			ORDINARY.					EX-PRESS.					RECEIPTS FROM PASSENGERS.					RECEIPTS FROM PASSENGER TRAFFIC.					RECEIPTS FROM GOODS TRAFFIC.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
			1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.	Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.	Live Stock.	Coal and Coke.	Other Minerals.	TOTAL.	General Merchandise.	TOTAL Receipts from Goods Traffic.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st 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Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.	1st 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THE following STATISTICS have been deduced from the preceding RETURN.

TRAFFIC.

	Proportion per Cent. of the Number of Passengers.					Proportion per Cent. of Receipts from Passengers.					Increase per Cent. of the Number of Passengers over the previous Year.					Increase per Cent. of Receipts from Passengers over the previous Year.					Proportion per Cent. of Total Receipts derived from Passenger Traffic and from Goods Traffic respectively.		
	1st Class.	2nd Class.	3rd Class, including Parly.	Total.		1st Class.	2nd Class.	3rd Class, including Parly.	Total.		1st Class.	2nd Class.	3rd Class, including Parly.	All Classes.	Season Ticket Holders.	All Classes.	1st Class.	2nd Class.	3rd Class, including Parly.	All Classes.	Passenger Traffic.	Goods Traffic.	Total.
England and Wales	1862	12.71	30.50	56.79	100	27.40	34.34	35.76	2.50	100	7.24	2.50	5.05	4.53			7.52	3.35	6.26	7.02	48.25	51.75	100
	1863	12.67	29.84	57.49	100	26.37	34.68	36.30	2.65	100	13.55 Decrease 0.57	11.41	15.34	13.91			0.33	4.63	5.12	9.81	46.78	53.22	100
Scotland	1862	13.40	11.09	75.51	100	25.50	15.09	56.94	2.47	100	8.84	7.71	12.12	11.19			0.13	8.04	5.78	3.39	38.00	62.00	100
	1863	13.12	10.78	76.15	100	25.92	14.50	57.19	2.39	100	7.22 Decrease 7.22	8.24	3.02	2.34			12.44	6.27	11.13	7.15 Decrease 2.48	38.45	61.55	100
Ireland	1862	13.23	32.86	53.91	100	25.20	33.85	38.62	2.33	100	10.63	4.49	13.03	9.90			6.69	2.43	12.27	7.22	62.05	37.95	100
	1863	13.32	31.24	55.44	100	25.03	32.27	40.37	2.33	100	5.41	1.41	4.76	3.86			6.01	2.16	5.75	6.11	47.75	52.24	100
United Kingdom	1862	12.80	28.75	58.45	100	27.10	32.68	37.73	2.49	100	12.90	10.81	14.81	13.41			1.09	4.55	6.33	9.44	46.61	53.39	100
	1863	12.74	28.09	59.17	100	26.24	32.72	38.43	2.60	100													

Board of Trade, 1864.

JAMES BOOTH.

IRELAND.

NAME OF RAILWAY COMPANY.	Length of Line Open on 31st Dec. 1863.	WORKING EXPENDITURE during the Year ended 31st December 1863. (Exclusive of all Steam Boat, Canal, and Harbour Expenses.)												Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1863.					
		Maintenance and Renewal of Way and Works.	Locomotive Power (Including Stationary Engines.)	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Locomotives.				Carriages used for the Conveyance of Passengers only.	Coaching. Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding Columns.	Total of the Five preceding Columns.	
and Tuam - (Leased.)	See "Midland Great Western."															No.	No.	No.	No.	No.	No.	
own and Wexford - (Leased.)	See "Great Southern and Western."																					
the Junction - (Leased.)	See "Dublin and Belfast Junction."																					
e, Lisburn, and (Leased.)	See "Ulster."																					
and County - (Leased.)	49	4,124	7,014	975	4,505	281	-	750	48	-	1,622	10,319	34,461	15,142	56	11	36	6	155	-	208	
and Northern - (Leased.)	151	18,146	18,172	3,857	18,436	2,563	-	42	751	43	3,309	64,829	110,556	45,727	59	36	99	32	584	-	751	
ing "London and Wexford," and "Carraig and Larne.")	See "Belfast and Northern Counties."																					
rgus and Larne	20	1,935	2,258	1,361	2,844	792	-	409	-	50	1,555	11,204	18,634	7,430	60	7	16	10	60	-	93	
Bandon - (Leased.)	11 NO RETURN TO THE ORDER OF THE HOUSE.																					
Kinsale Junction - (Leased.)	See "Great Southern and Western."																					
Limerick Direct	33	2,021	5,430	491	5,587	183	-	1,114	16	185	121	15,148	21,695	6,547	70	10	25	5	49	-	89	
Youghal - (Leased.)	6	859	1,946	213	973	515	-	-	-	22	1,035	5,563	10,126	4,563	55	3	13	1	-	-	2	
Blackrock, and (Leased.)	63	6,247	10,116	1,840	5,538	1,442	-	11	112	249	2,791	28,340	71,117	42,777	40	17	35	16	207	16	292	
ing "Banbridge and Belfast" (Leased.)	75	9,605	11,890	2,409	8,773	3,699	-	455	57	352	2,793	40,123	84,423	44,300	43	20	63	36	196	44	380	
and Drogheda - (Leased.)	See "Dublin, Wicklow, and Wexford."																					
and Kingstown - (Leased.)	23	291	2,594	77	2,374	71	-	-	-	-	235	5,042	10,128	4,486	56	6	22	8	50	-	86	
and Meath - (Leased.)	85	2,524	7,959	1,636	7,790	1,682	-	317	54	284	9,466	31,712	59,774	28,062	53	30	135	18	314	6	503	
Wicklow, and (Leased.)	6	920	6,735	1,597	6,651	3,124	-	788	-	340	5,147	26,302	62,713	37,411	40	30	135	18	314	6	503	
and Kingstown - (Leased.)	91	3,444	14,694	3,233	14,441	4,806	-	1,105	54	624	14,618	57,014	122,487	65,473	47	30	135	18	314	6	503	
(Dublin, Wicklow, and Wexford) - (Leased.)	See "Irish North Western."																					
ey - (Leased.)	See "Midland Great Western of Ireland."																					
Northern and of Ireland - (Leased.)	411	46,264	65,596	14,308	43,824	17,054	-	120	740	410	12,010	205,326	447,536	242,210	46	100	205	128	1,400	160	1,993	
Southern and of Ireland - (Leased.)	159	8,870	12,595	4,735	14,751	1,981	-	543	857	221	3,055	47,618	90,964	43,351	52	29	46	34	472	52	633	
ing "Bazenshield, Wexford," "Cork and Waterford," "South-Eastern," "Great Southern and Western," and "Kilmarney.")	See "Great Southern and Western."																					
orth Western - (Leased.)	See "Waterford and Limerick."																					
ing "Enniskillen and Banagher.")	See "Waterford and Limerick."																					
Junction - (Leased.)	See "Waterford and Limerick."																					
and Castle - (Leased.)	See "Belfast and Northern Counties."																					
and Ennis - (Leased.)	See "Irish North Western."																					
and Foynes - (Leased.)	See "Irish North Western."																					
erry and Cole - (Leased.)	See "Irish North Western."																					
erry and Ennis - (Leased.)	See "Irish North Western."																					

* Return for year ending 31st October 1863.

NAME OF RAILWAY COMPANY.	Length of Line Open on 31st Dec. 1863.	WORKING EXPENDITURE during the Year ended 31st December 1863. (Exclusive of all Steam Boat, Canal, and Harbour Expenses.)											Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st Dec. 1863.					
		Maintenance and Renewal of Way and Works.	Locomotive Power (Including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.				Locomotives.	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon not included in the preceding	
Londonderry and Lough Swilly	9	Opened only 1 day in 1863.														No.	No.	No.	No.	No.	
Midland Great Western of Ireland (Including "Great Northern and Western," and "Athenry and Tuam.")	330	*37,236	33,906	9,154	6,475	5,073	-	68	140	12,237	31,338	126,227	256,968	130,741	49	60	100	22	1,136	7	
Newry and Armagh	4	495	728	365	831	10	-	-	-	12	-	286	2,722	3,753	1,031	72	3	4	1	80	-
Newry, Warrenpoint, and Rostrevor	6	614	1,231	25	519	-	-	-	-	6	-	60	2,455	4,695	2,240	52	3	10	-	63	-
Tralee and Killarney	See "Great Southern and Western."																				
Ulster (Including "Portadown, Dungannon, and Omagh Junction," and "Banbridge, Lisburn, and Belfast.")	121	12,791	18,219	4,502	19,804	3,607	-	-	-	423	146	4,937	64,429	121,693	57,264	53	27	57	30	543	-
Waterford and Kilkenny	See "Waterford and Limerick."																				
Waterford and Limerick (Including "Waterford and Kilkenny," "Limerick and Castle Connell," "Limerick and Ennis," and "Limerick and Foynes.")	171	12,061	13,898	5,596	15,229	339	-	676	237	405	2,503	51,539	104,427	52,888	49	26	62	33	548	-	
Waterford and Tramore	8	473	1,202	50	868	47	-	-	-	-	22	107	2,919	4,991	2,072	58	4	14	-	8	-
TOTAL (IRELAND)	-	1,741	165,470	221,569	52,781	170,772	43,063	†	5,298	4,063	4,966	82,430	750,412	1,518,654	768,242	49	392	942	380	5,865	3

* Including 7,687*l.* "New relaying charged to Capital."

† Including 2,237*l.* "Charged to Capital."

‡ The Receipts in Ireland are not subject to Government duty.

No return of the Working Expenditure of the Cork and Kinsale Railway has been received.

COMPARATIVE SUMMARY.

	Length of Line Open on 31st December.	WORKING EXPENDITURE (exclusive of all Steam Boat, Canal, and Harbour Expenses).												ROLLING STOCK on the 31st Dec.																
		Main-tenance of Way and Works.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.		Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.	Proportion per Cent. of Expenditure to Total Receipts.	No.	No.	No.	No.	No.	No.										
								£	Proportion per Cent.												£	Proportion per Cent.	£	Proportion per Cent.	£	Proportion per Cent.	£	Proportion per Cent.	£	Proportion per Cent.
ENGLAND AND WALES	1862	8,176	2,220,124 18 42	3,368,903 27 95	1,042,316	8 65	3,453,150 23 66	498,968	4 14	347,740	2 89	129,459	1 05	59,726	0 50	199,807	1 65	733,858	6 09	12,050,681	100	24,489,604	12,439,923	49	5,140	12,594	4,891	153,589	4,270	180,474
	1863	8,568	2,348,676 18 55	3,524,429 27 84	1,132,020	8 94	3,678,931 29 06	527,251	4 17	865,703	2 89	130,794	1 02	56,141	0 45	174,116	1 38	731,567	5 70	12,659,618	100	26,132,500	13,472,972	48	5,347	13,066	5,142	157,576	5,200	186,331
SCOTLAND	1862	1,777	334,682 22 02	392,324 25 81	146,756	9 65	355,457 23 45	60,060	3 96	27,927	1 80	21,902	1 44	4,814	0 32	18,004	1 18	137,730	10 37	1,520,056	100	3,153,404	1,633,346	48	885	1,855	623	27,932	188	31,503
	1863	2,013	333,141 20 59	404,501 25 02	217,555 13 45	346,419 21 42	60,813	3 76	29,831	1 82	43,473	2 69	8,038	0 49	15,700	0 97	158,033	9 79	1,617,204	100	3,424,921	1,807,717	47	904	1,873	613	30,903	208	34,500	
IRELAND	1862	1,598	153,832 22 05	204,778 29 35	53,642	7 69	178,030 25 51	87,382	5 36	+	-	9,778	1 40	4,000	0 57	3,659	0 52	52,671	7 55	697,772	100	1,446,092	748,320	48	373	927	423	5,513	309	7,445
	1863	1,741	165,470 22 05	221,589 29 52	62,781	7 08	170,772 22 76	45,063	5 74	+	-	5,298	0 71	4,063	0 54	4,906	0 66	82,430	10 99	750,412	100	1,518,054	768,242	49	392	942	380	5,865	351	7,930
UNITED KINGDOM	1862	11,551	2,708,638 18 99	3,965,005 27 79	1,242,714	8 71	3,987,637 27 95	595,410	4 18	375,067	2 63	163,169	1 11	68,540	0 48	220,970	1 54	944,259	6 62	14,288,409	100	28,089,100	14,820,691	49	6,398	15,366	5,397	187,054	4,707	210,222
	1863	12,322	2,847,287 18 05	4,150,499 27 62	1,402,356	8 93	4,196,132 27 92	631,127	4 20	395,234	2 63	179,565	1 19	68,242	0 46	194,732	1 30	952,020	6 40	15,027,234	100	31,076,165	16,045,931	48	6,643	15,886	6,135	194,344	5,758	220,707

* Exclusive of the Receipts of those Railways of which there is no Return of working Expenditure, viz.:-

England, 1862 { " Oswestry and Newtown," } 239,458
 " " { " and " Cowes and Newport," }
 " 1863 { " Oswestry and Newtown," }
 " { " Cowes and Newport," }
 " { " Oswestry and Newtown," } 80,232
 " { " and " Merthyr Tydfil," }
 " { " Hereford, Hay & Brecon." }
 " { " Oswestry and Newtown," }
 " { " and " Merthyr Tydfil," }
 " { " Hereford, Hay & Brecon." }

by which amounts the above Totals differ from the Total Receipts given in the "Traffic Returns" for 1862 and 1863.

† Including the Length of the "Carlisle and Silloth Bay," "Port Carlisle," and "Wansbeck" Railways.

‡ The Receipts from Passengers in Ireland are not subject to Government Duty.

§ Exclusive of "Oswestry and Newtown," "Cowes and Newport," "Brecon and Merthyr Tydfil Junction," "Cork and Kinsale Junction," "Dowlisa," and "Hereford, Hay, and Brecon."

Board of Trade, 1864.

JAMES BOOTH.

RETURN by the several RAILWAY COMPANIES of their authorized SHARE and LOAN CAPITAL, and of the Sums received in respect of their ORDINARY CAPITAL and PREFERENTIAL CAPITAL, and DEBTURE STOCK or FUNDED DEBT, on the 31st day of December 1863, specifying the Rate per Cent. of the Dividends for the Year 1863 on each of the said Capitals: showing also the Loans outstanding on the 31st day of December 1863, classified according to the several Rates per Cent. of Interest; and the CAPITAL authorized and CAPITAL paid up, for Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.

NAME OF COMPANY.	Authorized Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on, and up to, the 31st December 1863, including Subscriptions to other Undertakings.						Debenture Loans outstanding on the 31st December 1863, classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on the 31st December 1863, and on Debenture Loans outstanding at that Date.		Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		REMARKS.
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate of the Dividend for 1863.	Preferential Capital.	Rate per Cent. of the Dividend for 1863.	Debenture Stock or Funded Debt.	Rate per Cent. of the Dividend for 1863.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.	£	Capital Authorized.	Capital Paid up.	
Athlery and Ennis Junction.	£ 200,000	£ 66,000	£ 266,000	£ 25,367	-	-	-	-	-	£ 25,367	-	-	-	£	£	£	£
Athlery and 'Tram' (Railway on Lease to the Midland Great Western of Ireland).	90,000	30,000	120,000	61,673	3	-	-	-	-	61,673	30,00	5	30,000	91,673	10,000	-	-
Bagenalstown and Wexford.	350,000	161,600	511,600	97,862	-	10,000	-	-	-	107,862	80,490	5	80,490	188,352	-	-	-
Banbridge Extension	90,000	30,000	120,000	19,833	-	-	-	-	-	19,833	-	-	-	19,833	-	-	-
Banbridge Junction (Railway on Lease to the Midland Great Western of Ireland).	60,000	20,000	80,000	21,981	-	17,800	5	-	-	39,781	14,000	4½	17,050	56,831	-	-	-
Banbridge Junction (Railway on Lease to the Dublin and Belfast Junction).	150,000	49,000	199,000	58,076 (a) 11,206	-	40,000	-	-	-	109,282	3,400	4½	49,000	158,282	-	-	(a) Forfeited shares.
Banbridge, Lishburn, and Belfast (Railway on Lease to the Ulster).	535,000	166,666	701,666	237,811 (b) 20,401	-	168,000 11,050	3l. 6s. 6d.	-	-	437,262	54,170	5	166,666	603,928	35,000	15,000	-- Return made up for the year ending 31 January 1864.
Belfast and County Down	810,000	290,833	1,100,833	556,702	4	165,000	4	110	4	721,812	1,241 250	4½	289,991	1,011,803	20,000	12,500	(b) Forfeited shares
Belfast and Northern Counties.	150,000	49,000	199,000	69,321	-	-	-	-	-	69,321	26,085	5	26,085	95,406	-	-	-
Belfast, Holywood, and Bangor.	125,000	41,500	166,500	77,967	-	-	-	-	-	77,967	27,600	5	29,200	107,167	-	-	-
Carriekfergus and Larne	318,000	80,000	398,000	175,241	-	48,000 29,592	5½ 6	8,310	4	261,143	1,600	4½	71,690	332,833	-	-	-
Cork and Bandon	65,000	21,600	86,600	21,950	-	6,530	-	-	-	28,480	7,000	5½	15,000	43,480	-	-	-
Cork and Kinsale Junction																	

Cork and Limerick Direct	100,000	33,000	133,000	70,892	3	-	-	-	-	-	70,892	33,000 (a) 7,587 (b) 2,088	5 5 3	42,675	113,567	-	(a) Overdrawn bank account. (b) Loan from revenue account.
Cork and Macroom Direct	120,000	40,000	160,000	9,243	-	-	-	-	-	-	9,243	9,243	5	-	-	-	
Cork and Youghal	365,000	131,000	496,000	139,400	-	-	6	-	-	-	365,000	496,000	5	-	-	-	
Cork, Blackrock, and Passage.	130,000	43,330	173,330	118,700	1½	-	-	-	-	-	118,700	6,094	4	-	-	-	
Downpatrick and Newry - Dublin and Antrim Junction.	265,000	88,300	353,300	No Return to the Order of the House.	-	-	-	-	-	-	8,990	200	4½	-	-	-	
Dublin and Belfast Junction.	950,000	135,000	1,085,000	880,137	4	-	-	-	-	-	880,137	34,100	5	-	-	-	
Dublin and Drogheda	953,000	317,333	1,270,333	620,897	4	94,225 155,775	4 5	43,672	4	914,569	27,500 15,819 107,650 93,274 10,000 70,000	124,500 6,900	4½ 4	131,400	(c) 1,011,537	73,000	(c) The Company state that in addition to this sum, they have 139,933, "Temporary loans," borrowed on 4/7/07, and 193,000, Government stocks, and 193,000, Government bonds, and 193,000, Government shares, the property of the Company deposited as security. (d) The Company state that the whole of this sum has been paid up, but has since been disposed of by sale of the same. (e) Exclusive of 40,000, which the Company state is "contingent."
Dublin and Kingstown	350,000	(e) 70,000	420,000	350,000	9	-	-	-	-	350,000	70,000	70,000	4	70,000	420,000	-	
Dublin and Meath	275,000	90,000	365,000	133,155	-	23,975	5	-	-	157,130	90,000	90,000	5	90,000	247,130	-	
Dublin, Wicklow, and Wexford.	1,145,000	380,932	1,525,932	477,230	4	200,000 290,790	6 5	-	-	968,020	61,080 5,900 113,136 1,500 151,000	113,000	4 4½ 4½ 4½ 5	332,616	1,300,636	-	
Enniskillen, Bundoran, and Sligo.	350,000	116,600	466,600	44,935	-	-	-	-	-	44,935	-	-	-	-	44,935	-	
Finn Valley	60,000	20,000	80,000	37,360	3	-	-	-	-	37,360	20,000	20,000	5	20,000	57,360	-	
Great Northern and Western of Ireland.	494,000	164,000	658,000	326,873	3	36,350	5	-	-	363,223	113,000	113,000	4	113,000	476,223	-	
Great Southern and Western.	5,386,940	540,965	5,927,905	3,791,979	4½	1,829,100	4	-	-	5,121,079	194,443 153,850 10,000 162,500 3,300 16,800 72,952 56,672 74,427 27,200 1,000	5,661,972	4 4½ 4½ 4½ 4½ 5 4½ 5 5½ 6	540,893	5,661,972	75,000	49,700
Irish North Western	950,000	300,000	1,250,000	198,722	-	435,214	-	-	-	633,936	232,251	866,187	5	232,251	866,187	50,000	

[illegible]

The following RAILWAY COMPANIES have either abandoned their Undertakings, or have allowed the Powers granted by Parliament for the compulsory Purchase of Land, required for their construction, to expire previous to the 31st December 1863, without such Powers having been exercised.

NAME OF COMPANY.	CAPITAL AUTHORIZED.			CAPITAL Paid up.	REMARKS.
	By Shares.	By Loans.	TOTAL.		
	£	£	£	£	
Dublin, Belfast, and Coleraine Junction -	642,000	214,133	856,133	28,300	
Dundalk and Black Rock - - -	12,000	4,000	16,000	737	
Kilkenny and Great Southern and Western	225,000	75,000	300,000	—	
Killarney and Valencia - - -	300,000	100,000	400,000	7,659	
Londonderry, Enniskillen, and Sligo -	3 00,000	100,000	400,000	22,508	

TABLE showing, for the RAILWAYS in IRELAND,—

1. The Capital authorized ;

2. The Capital raised on Ordinary Shares, Preference Shares, Debenture Stock and Loans, upon the 31st December of the Years 1861, 1862, 1863, and 1864 respectively ;

And as regards the Lines opened,—

3. The Receipts from Traffic and the Working Expenses during the Years 1861, 1862, 1863, and 1864 respectively ;

4. The Interest on Preference and Guaranteed Shares and Debenture Stock, and on Loans calculated on the Amounts paid up on 31st December in each of those years ; and

5. The Proportion per cent. which the Surplus Income bears to the Ordinary Share Capital, and the Proportion per cent. which the Net Receipts bear to Total Capital.

NAME OF RAILWAY COMPANY.	Year.	Miles long.	Total Capital raised on 31st Dec. in each Year, from Returns furnished to Parliament.				Receipts from Traffic and the Year as furnished by the Railway Companies to the Board of Trade.	Working Expenses during the Year, from the half-yearly Statements of the Companies.			Preferential Charges, calculated on the Amount standing on 31st Dec. in each Year, from Returns furnished to Parliament.			Total of Working and Preference Charges.	Amount of Surplus Income or Deficit.	Proportion per Cent. which the Receipts from Traffic bear to the Working Expenses during the Year, and the Preference and Guaranteed Charges, and Interest on Loan on 31st Dec., bear to the Ordinary Share Capital raised on 31st Dec.	Proportion per Cent. which the Receipts from Traffic bear to the Working Expenses during the Year, and the Preference and Guaranteed Charges, and Interest on Loan on 31st Dec., bear to the Ordinary Share Capital raised on 31st Dec.
			Ordinary Shares.	Preference and Guaranteed Shares and Debenture Stock, including Ordinary Shares guaranteed by other Companies.	Loans.	TOTAL.		£	£	£	£	£	£				
Athenry and Ennis Junction	1861	-	266,000	-	-	2,333	£	2,333	-	-	-	-	-	£	-	-	-
	1862	-	266,000	-	-	3,017	-	-	-	-	-	-	-	-	-	-	-
	1863	-	266,000	-	-	25,367	-	-	-	-	-	-	-	-	-	-	-
	1864	-	266,000	-	-	50,374	-	-	-	-	-	-	-	-	-	-	-
Athenry and Tuam	Leased to the Midland Great Western.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bagenalstown and Wexford	1861	8	511,600	97,862	26,310	134,172	£	1,072	1,431	500	1,315	1,815	£	3,246	Deficit 2,174	-	-
	1862	21	511,600	97,862	80,490	188,352	£	1,772	2,583	500	4,025	4,525	£	7,108	Deficit 5,336	-	-
See Great Southern and Western.																	
Banbridge Extension	1861	-	120,000	-	-	901	-	-	-	-	-	-	-	-	-	-	-
	1862	-	120,000	-	-	13,512	-	-	-	-	-	-	-	-	-	-	-
	1863	-	120,000	-	-	19,833	-	-	-	-	-	-	-	-	-	-	-
	1864	-	120,000	-	-	43,465	-	-	-	-	-	-	-	-	-	-	-
Banbridge Junction	Leased to the Dublin and Belfast Junction.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Banbridge, Lisburn, and Belfast	1861	-	199,000	45,989	-	74,964	£	-	-	-	-	-	-	-	-	-	-
	1862	-	199,000	59,126	49,000	148,126	£	-	-	-	-	-	-	-	-	-	-
Leased to the Ulster.																	
Belfast and County Down	1861	39	701,666	258,166	172,435	597,267	£	33,146	17,837	8,545	7,959	16,504	£	34,341	Deficit 1,195	-	2.56
	1862	49	701,666	258,211	178,200†	603,077	£	32,463	16,199	8,526	7,951	16,477	£	32,676	Deficit 213	-	2.70
	1863	49	701,666	258,212	179,050†	603,928	£	34,461	19,319	8,869	7,762	16,631	£	35,950	Deficit 1,489	-	2.51
	1864	49	701,666	258,212	179,050†	603,859	£	39,441	18,402	8,869	7,935	16,804	£	35,206	4,235	1.64	3.48
Belfast and Northern Counties Londonderry and Coleraine	1861	100	1,143,333	610,000	160,060	1,913,393	£	1,042,112	45,994	7,326	12,468	18,870	£	79,047	24,786	3.15	3.80
	1862	36	681,666	176,050	146,522*	1,013,748	£	103,833	45,994	6,402	6,857	14,183	£	89,638	17,819	2.22	3.37
	1863	151	1,143,333	556,702	160,060	1,860,095	£	1,013,748	52,859	-	1,207	1,207	£	89,638	17,819	2.22	3.37
	1864	151	1,143,333	556,702	160,060	1,860,095	£	1,013,748	52,859	-	1,207	1,207	£	89,638	17,819	2.22	3.37
Belfast and Northern Counties Carrickfergus and Larne	1861	151	1,143,333	556,702	160,060	1,860,095	£	1,013,748	52,859	-	1,207	1,207	£	89,638	17,819	2.22	3.37
	1862	151	1,143,333	556,702	160,060	1,860,095	£	1,013,748	52,859	-	1,207	1,207	£	89,638	17,819	2.22	3.37
	1863	151	1,143,333	556,702	160,060	1,860,095	£	1,013,748	52,859	-	1,207	1,207	£	89,638	17,819	2.22	3.37
	1864	151	1,143,333	556,702	160,060	1,860,095	£	1,013,748	52,859	-	1,207	1,207	£	89,638	17,819	2.22	3.37
Belfast and Northern Counties Carrickfergus and Larne Londonderry and Coleraine	1861	151	1,143,333	556,702	160,060	1,860,095	£	1,013,748	52,859	-	1,207	1,207	£	89,638	17,819	2.22	3.37
	1862	151	1,143,333	556,702	160,060	1,860,095	£	1,013,748	52,859	-	1,207	1,207	£	89,638	17,819	2.22	3.37
	1863	151	1,143,333	556,702	160,060	1,860,095	£	1,013,748	52,859	-	1,207	1,207	£	89,638	17,819	2.22	3.37
	1864	151	1,143,333	556,702	160,060	1,860,095	£	1,013,748	52,859	-	1,207	1,207	£	89,638	17,819	2.22	3.37

* Taken at 5 per cent.

† 11,050† taken at 4½ per cent., as in 1861 ; the rest at 5 per cent.

Table showing, for the Railways in Ireland, the Capital authorized, &c.—continued.

NAME OF RAILWAY COMPANY.	Year.	Miles long.	Capital authorized.	Total Capital raised on 31st Dec. in each Year, from Returns furnished to Parliament.				Receipts from Traffic during the Year, as furnished to the Railway Companies to the Board of Trade.	Working Expenses during the Year, as furnished to the Companies.	Preferential Charges, calculated on the Amount of Preference and Loan Capital standing on 31st Dec. in each Year, from Returns furnished to Parliament.			Amount of Surplus Income or Deficit.	Proportion per Cent. which the Receipts from Traffic, less the Working Expenses during the Year, and the Preference and Guaranteed Charges, alone, during the Year, bear to the Ordinary Share Capital raised on 31st Dec.	
				Ordinary Shares.	Including Preferred Stock, and Debentured Shares, by other Companies.	Loans.	TOTAL.			Interest on Loans.	TOTAL.				
Belfast and Northern Counties Carrickfergus and Larne - Londonderry and Coleraine Belfast Central -	-	-	£ 1,241,333	£ 556,703	£ 219,710	£ 288,726	£ 1,065,139	£	£	£	£	£	1·80	3·15	
	-	-	166,500	80,566	-	37,600	118,166	58,461	-	12,809	21,895	14,659	-	-	
	-	-	588,538	176,050	146,522*	257,354	579,926	-	9,086	1,876	-	-	-	-	
	-	-	400,000	500	-	-	500	-	7,326	9,711	17,037	-	-	-	
Belfast, Holywood, and Bangor	-	-	153,000	7,731	-	-	7,731	-	-	-	-	-	-	-	
	-	-	153,000	41,365	-	-	41,365	-	-	-	-	-	-	-	
	-	-	199,000	69,321	-	26,085	95,406	-	-	-	-	-	-	-	
	-	-	199,000	105,584	-	38,000	143,584	-	-	-	-	-	-	-	
Carrickfergus and Larne -	-	-	166,500	45,523	-	-	45,523	-	-	-	-	-	-	-	
	-	-	398,000	175,241	77,552	79,443	332,236	17,611	8,533	3,841	8,254	824	0·47	2·73	
	-	-	398,000	175,241	77,568	79,511	332,320	17,562	9,719	3,812	8,226	383	-	2·36	
	-	-	398,000	175,241	85,902	71,690	332,833	18,634	11,204	3,495	8,242	812	-	2·23	
Cork and Bandon - Cork and Kinsale Junction -	-	-	398,000	175,241	85,903	71,677	332,821	21,366	11,772	3,567	7,723	292	-	2·44	
	-	-	86,600	20,330	18,530*	21,600	60,460	-	-	926	2,163	-	-	-	
	-	-	60,000	27,280	-	10,290	37,570	-	-	-	-	-	-	-	
	-	-	60,000	28,380	-	14,170	42,550	-	-	-	-	-	-	-	
Cork and Kinsale Junction -	-	-	86,600	21,950	6,530	15,000	43,480	-	-	-	-	-	-	-	
	-	-	133,000	44,133	-	-	44,133	-	-	-	-	-	-	-	
	-	-	160,000	2,735	-	-	2,735	-	-	-	-	-	-	-	
	-	-	160,000	3,560	-	-	3,560	-	-	-	-	-	-	-	
Cork and Macroom Direct -	-	-	160,000	9,243	-	-	9,243	-	-	-	-	-	-	-	
	-	-	160,000	58,450	-	-	58,450	-	-	-	-	-	-	-	
	-	-	496,000	139,400	225,600	131,000	496,000	12,409	13,958	6,550	20,086	Deficit 21,635	-	-	
	-	-	496,000	139,400	225,600	131,000	496,000	17,912	15,876	6,550	20,086	Deficit 18,050	-	0·41	
Cork and Youghal -	-	-	496,000	139,400	225,600	131,000	496,000	21,695	15,148	6,550	20,086	Deficit 13,539	-	1·32	
	-	-	496,000	139,400	225,600	131,000	496,000	25,444	13,721	6,550	20,086	Deficit 8,363	-	2·35	
	-	-	226,660	118,700	-	40,556	159,256	12,014	8,602	1,950	10,552	1,462	1·05	2·14	
	-	-	173,330	118,700	-	43,225	161,925	11,156	5,821	2,049	7,870	3,286	2·17	3·30	
Cork, Blackrock, and Passage	-	-	173,330	118,700	-	40,394	159,094	10,126	5,563	1,958	7,821	2,605	2·19	2·86	
	-	-	173,330	118,700	-	39,513	158,213	9,287	5,548	1,991	7,539	1,748	1·47	2·86	
	-	-	353,300	4,603	-	-	4,603	-	-	-	-	-	-	-	
	-	-	353,300	6,236	-	-	6,236	-	-	-	-	-	-	-	-
Downpatrick and Newry -	-	-	353,300	No return.	-	-	-	-	-	-	-	-	-	-	
	-	-	353,300	10,098	-	-	10,098	-	-	-	-	-	-	-	-
	-	-	353,300	10,098	-	-	10,098	-	-	-	-	-	-	-	-
	-	-	353,300	10,098	-	-	10,098	-	-	-	-	-	-	-	-

* Taken at 5 per cent.

Table showing, for the Railways in Ireland, the Capital authorized, &c.—continued.

NAME OF RAILWAY COMPANY.	Year.	Miles long.	Capital authorized.	Total Capital raised on 31st Dec. in each Year, from Returns furnished to Parliament.				Receipts from Traffic during the Year, as furnished by the Railway Companies to the Board of Trade.	Working Expenses during the Year, from the half-yearly Statements of the Companies.	Preferential Charges, calculated on the Amount of Preference and Loan Capital standing on 31st Dec. in each Year, from Returns furnished to Parliament.			Total of Working and Preference Charges.	Amount of Surplus or Income or Deficit.	Proportion per Cent. which the Receipts of the Working Year and the Preference and Charge, the Year, bear to the Ordinary Share Capital raised on 31st Dec.	Proportion per Cent. which the Receipts of the Working Year and the Preference and Charge, the Year, bear to the Capital raised on 31st Dec.
				Ordinary Shares.	Preference and Guaranteed Share Stock, including Ordinary Shares guaranteed by other Companies.	Loans.	TOTAL.			£	£	£				
Dublin and Antrim Junction	1861	-	160,000	2,833	-	-	2,833	-	-	-	-	-	-	-	-	-
	1862	-	160,000	8,835	-	-	8,835	-	-	-	-	-	-	-	-	-
	1863	-	160,000	8,990	-	-	8,990	-	-	-	-	-	-	-	-	-
	1864	-	160,000	26,665	-	-	26,665	-	-	-	-	-	-	-	-	-
	1865	-	240,000	2,272	-	-	2,272	-	-	-	-	-	-	-	-	-
Dublin and Balinglass Junction	1861	63	1,085,000	880,047	-	135,000	1,015,047	73,980	26,063	-	890	6,015	34,395	39,585	4.38	4.42
Dublin and Belfast Junction - Banbridge Junction	1861	63	80,000	21,981	17,800	16,550	56,331	-	-	-	-	827	1,717	-	-	-
Dublin and Belfast Junction - Banbridge Junction	1862	63	1,085,000	880,047	-	135,000	1,015,047	71,002	28,890	-	890	6,015	36,637	34,365	3.81	3.93
Dublin and Belfast Junction - Banbridge Junction	1863	63	1,085,000	880,137	-	131,400	1,011,537	71,117	28,340	-	890	5,879	35,892	35,225	3.90	4.00
Dublin and Belfast Junction - Banbridge Junction	1864	56	1,164,650	873,500	207,370	17,050	1,080,870	71,350	30,611	-	890	9,729	42,009	29,341	2.52	3.78
Dublin and Drogheda	1861	62	1,270,333	588,452	289,638	211,092	1,089,182	91,596	41,308	13,642	779	22,679	63,987	27,609	4.61	4.62
	1862	62	1,270,333	620,877	292,672	222,159	1,135,708	87,202	43,526	13,264	9347	22,611	66,137	21,065	3.39	3.84
	1863	75	1,270,333	620,897	293,672	224,243	1,168,812	84,423	40,123	13,303	10,730	24,033	64,156	20,267	3.25	3.79
	1864	75	1,270,333	625,173	293,672	254,675	1,173,520	85,664	35,265	13,502	11,038	24,540	59,805	25,859	4.13	4.80
	1865	6	420,000	350,000	-	70,000	420,000	65,999	26,534	-	2,800	2,800	29,334	36,665	10.48	9.40
	1866	6	420,000	350,000	-	70,000	420,000	61,837	22,060	-	2,800	2,800	24,860	36,977	10.57	9.47
	1867	6	420,000	350,000	-	70,000	420,000	62,713	25,302	-	2,800	2,800	28,102	34,611	9.89	8.91
	1868	6	460,000	350,000	-	70,000	420,000	61,973	23,416	-	2,800	2,800	26,216	35,757	10.22	9.18
	1869	-	305,000	137,747	-	74,050	211,797	-	-	-	-	-	-	-	-	-
	1870	23	365,000	151,367	925	75,000	227,292	2,155	1,452	46	3,750	3,796	5,248	Deficit 3,093	-	0.31
Dublin and Meath	1863	23	365,000	133,155	23,975	90,000	247,130	10,128	5,642	1,198	4,500	5,698	11,340	Deficit 1,212	-	1.41
	1864	35	465,000	133,155	183,460*	100,138	416,753	13,023	8,692	9,173	5,006	14,179	22,871	Deficit 9,778	-	1.05
Dublin, Rathmines, Rathgar, Roundtown, Rathfarnham, and Rathcoole	1864	-	333,000	2,770	-	-	2,770	-	-	-	-	-	-	-	-	-
Dublin Trunk Connecting	1864	-	340,000	-	-	-	-	-	-	-	-	-	-	-	-	-
	1865	34	1,332,632	477,230	249,665	231,646	958,541	47,281	21,380	14,483	10,423	24,906	46,286	995	0.22	2.70
	1866	44	1,332,632	477,230	421,915	268,326	1,167,471	46,845	19,440	23,096	12,584	35,680	55,120	8,275	-	2.35
Dublin, Wicklow, and Wexford	1862	85	1,525,932	477,230	490,790	332,616	1,300,636	59,774	31,712	26,539	15,404	41,943	73,655	13,881	1.18	2.16
	1863	85	1,725,932	580,000	502,897	379,526	1,462,423	88,129	37,245	27,145	17,797	44,942	82,187	5,942	-	3.48
	1864	85	1,725,932	738	-	-	738	-	-	-	-	-	-	-	-	-
Dundalk and Greenore	1861	-	266,600	3,769	-	-	3,769	-	-	-	-	-	-	-	-	-
Dundalk and Enniskillen	1861	-	466,600	30,004	-	-	30,004	-	-	-	-	-	-	-	-	-
Enniskillen and Bundoran	1862	-	466,600	44,935	-	-	44,935	-	-	-	-	-	-	-	-	-
Enniskillen, Bundoran, and Sligo	1863	-	466,600	44,935	-	-	44,935	-	-	-	-	-	-	-	-	-
	1864	-	466,600	44,935	-	-	44,935	-	-	-	-	-	-	-	-	-

* Taken at 5 per cent.

Table showing, for the Railways in Ireland, the Capital authorized, &c.—continued.

NAME OF RAILWAY COMPANY.	Year.	Miles long.	Capital authorized.	Total Capital raised on 31st Dec. in each Year, from Returns furnished to Parliament.			Receipts during the Year, as furnished by the Railway Companies to the Board of Trade.	Working Expenses during the Year, from the half-yearly Statements of the Companies.	Preferential Charges, calculated on the Amount of Preference and Loan Capital standing on 31st Dec. in each Year, from Returns furnished to Parliament.			Total of Working and Preference Charges.	Amount of Surplus Income or Deficit.	Proportion per Cent. which the Receipts from Traffic, less the Working Expenses during the Year, and the Preference and Guarantee Charges, and interest on Loan on 31st Dec. bear to the Ordinary Share Capital raised on 31st Dec.	
				Ordinary Shares.	Preference and Guarantee Shares, including Ordinary Shares, and Debenture Stock, and Guaranteed Shares of Companies.	Loans.			Interest on Preference and Guaranteed Shares and Debenture Stock.	Interest on Loans.	TOTAL.				
Finn Valley -	1861	-	80,000	18,910	-	-	£	£	£	£	£	£	£	-	-
	1862	-	80,000	36,806	-	20,000	-	-	-	-	-	-	-	-	-
See Irish North-western.															
Worked by the Midland Great Western of Ireland.															
Great Northern & Western of Ireland	1861	380	5,783,600	3,537,000	1,329,084	332,557	428,447	182,954	53,161	14,328	67,489	250,443	178,004	5.03	4.72
Great Southern and Western	1862	347	5,783,600	3,727,574	1,329,100	364,250	426,870	205,048	53,164	15,537	68,701	275,668	151,202	4.00	4.02
Cork and Limerick Direct	1863	411	133,000	59,087	-	38,387	97,474	-	-	1,919	1,919	-	-	-	-
Great Southern and Western	1863	411	5,927,905	3,791,979	1,329,100	540,893	561,372	205,326	53,164	23,062	76,226	288,167	159,369	4.02	4.06
Bagenalstown and Wexford	1864	387	511,600	97,862	10,000	80,490	447,536	-	500	4,025	4,525	-	-	-	-
Cork and Limerick Direct	1864	387	133,000	70,392	-	42,675	113,567	-	-	2,090	2,090	-	-	-	-
Great Southern and Western of Ireland	1864	387	5,927,905	3,791,980	1,329,100	522,854	564,334	196,329	53,164	22,258	75,422	273,907	172,922	4.48	4.35
Cork and Limerick Direct	1864	17	138,000	71,135	-	44,160	115,295	-	-	2,156	2,156	-	-	-	-
Irish North-western (Dundalk and Enniskillen)	1861	70	941,500	189,495	454,328*	190,423	834,246	19,412	22,475	8,249	30,724	50,136	7,078	-	2.83
Irish North-western	1862	85	1,250,000	197,897	483,610	232,894	914,401	21,696	23,346	10,400	33,746	55,442	12,711	-	2.80
Irish North-western	1863	159	1,250,000	198,722	435,214†	232,251	866,187	47,613	21,760	10,744	32,504	107,157	16,193	-	2.84
Finn Valley	1863	159	80,000	37,360	-	20,000	57,360	-	-	1,000	1,000	-	-	-	-
Londonderry and Enniskillen	1864	86	605,000	129,200	360,803†	112,447	602,450	49,360	20,723	5,317	26,040	114,959	23,540	-	2.54
Irish North-western	1864	13	1,270,000	199,124	560,465†	233,912	993,561	-	28,023	11,091	39,114	-	-	-	-
Finn Valley	1864	13	80,000	43,623	-	20,000	63,623	-	-	1,000	1,000	-	-	-	-
Londonderry and Enniskillen	1861	60	605,000	129,200	362,041§	108,856	600,097	7,312	20,315	5,170	25,485	11,221	2,784	1.18	2.10
Irish South-eastern	1861	23	352,000	234,593	-	83,250	317,843	8,502	-	3,909	3,909	12,445	704	0.30	1.46
Irish South-eastern	1862	23	352,000	234,593	-	83,700	318,293	-	-	-	-	-	-	-	-
See Great Southern and Western.															
Kilkenny Junction	1861	-	266,000	21,730	-	-	21,730	-	-	-	-	-	-	-	-
Reclamation	1862	-	266,000	31,465	-	-	31,465	-	-	-	-	-	-	-	-
Kilrush and Kilkee, and Poulmasherry	1863	-	266,000	53,904	-	31,960	85,864	-	-	-	-	-	-	-	-
Letterkenny	1864	-	266,000	59,350	-	61,158	120,508	-	-	-	-	-	-	-	-
Letterkenny	1861	-	80,000	562	-	-	562	-	-	-	-	-	-	-	-
Letterkenny	1862	-	80,000	-	-	-	-	-	-	-	-	-	-	-	-
Letterkenny	1863	-	80,000	60,000	-	-	60,000	-	-	-	-	-	-	-	-
Letterkenny	1864	-	80,000	60,000	-	-	60,000	-	-	-	-	-	-	-	-
Letterkenny	1861	-	133,300	8,546	-	-	8,546	-	-	-	-	-	-	-	-
Letterkenny	1862	-	133,300	9,449	-	-	9,449	-	-	-	-	-	-	-	-
Letterkenny	1863	-	133,300	13,718	-	-	13,718	-	-	-	-	-	-	-	-
Letterkenny	1864	-	133,300	51,698	-	-	51,698	-	-	-	-	-	-	-	-
Limerick and Castletown	Worked by the Waterford and Limerick.														
Limerick and Ennis	Worked by the Waterford and Limerick.														
Limerick and Foyes	Worked by the Waterford and Limerick.														
Londonderry and Coleraine	Leased to the Belfast and Northern Counties.														

* Including 32,005† taken at 5 per cent.

† 505,975† taken at 5 per cent.

‡ Including 43,112‡ taken at 5 per cent.
§ 43,150‡ taken at 5 per cent.

Table showing, for the Railways in Ireland, the Capital authorized, &c.—continued.

NAME OF RAILWAY COMPANY.	Year.	Miles long.	Capital authorized.	Total Capital raised on 31st Dec. in each Year, from Returns furnished to Parliament.			Receipts during the Year, as furnished by the Railway Companies, to the Board of Trade.	Working Expenses during the Year, from the Half-yearly Statements of the Companies, and Debenture Stock.	Preferential Charges, calculated on the Amount of Preference and Loan Capital standing on 31st Dec. in each Year, from Returns furnished to Parliament.			Amount of Surplus or Income or Deficit.	Proportion per Cent. which the Receipts, less Working Expenses, bear to the Ordinary Share Capital raised on 31st Dec.	Proportion per Cent. which the Receipts, less Working Expenses, bear to the Preference and Guaranteed Loan on 31st Dec., bearing to the Ordinary Share Capital raised on 31st Dec.
				Ordinary Shares.	Preference and Guaranteed Shares, including Ordinary Shares.	Loans.			Interest on Preference and Guaranteed Shares, and Debenture Stock.	Interest on Loans.	TOTAL.			
Londonderry and Enniskillen	1861	60	605,000	129,200	*331,068	143,654	603,922	47,407	19,114	6,805	21,798	£ 6,495	5.03	4.68
	1862	60	605,000	129,200	*336,428	138,037	603,665	47,644	20,255	6,578	23,687	3,702	2.88	4.54
Londonderry and Lough Swilly	1861	-	79,600	6,780	-	-	6,780	-	-	-	-	-	-	-
	1862	-	79,600	28,394	-	-	28,394	-	-	-	-	-	-	-
Midland Counties and Shannon Junction	1861	15	131,200	34,484	-	19,600	54,084	2,590	2,256	980	3,236	Deficit 646	-	0.62
	1862	-	153,300	7,855	-	-	7,855	-	-	-	-	-	-	-
Midland Great Western of Ireland	1861	178	3,787,999	1,879,925	1,082,823	2,961,748	90,479	94,735	-	43,671	43,671	-	4.04	4.06
	1862	35	538,000	275,362	50,000	325,362	325,362	-	-	2,500	2,500	-	2.83	3.24
Midland Great Western of Ireland	1861	323	3,787,999	2,063,350	1,182,907	3,246,257	91,373	105,602	-	45,113	45,113	68,879	2.91	3.28
	1862	330	3,787,999	2,155,675	1,263,279	3,418,954	91,673	126,227	-	1,806	1,806	74,090	2.58	3.13
Newcastle and County Down	1861	72	698,000	332,048	40,270	113,000	485,318	256,968	129,476	4,520	6,533	65,689	-	-
	1862	-	26,600	-	-	-	-	-	-	-	-	-	-	-
Newry and Armagh	1861	4	325,660	50,050	64,847	12,000	126,847	3,575	2,414	600	3,842	Deficit 2,681	-	0.92
	1862	4	325,660	50,050	103,664	77,000	250,714	3,834	2,897	3,853	8,209	Deficit 7,272	-	0.44
Newry and Greenore	1861	21	325,660	50,050	104,631	78,000	232,681	5,162	4,184	3,900	9,131	Deficit 8,002	-	0.45
	1862	-	186,000	683	-	-	683	-	-	-	-	Deficit 8,153	-	0.42

† Taken at 5 per cent.

‡ 486,507, taken at 3 per cent.; and 135,860, at 4½ per cent.

§ 478,465, taken at 3 per cent.; and 135,861, at 4½ per cent.

* 43,112, taken at 5 per cent.
§ 478,465, taken at 3 per cent.; and 135,860, at 4½ per cent.

Table showing, for the Railways in Ireland, the Capital authorized, &c.—continued.

NAME OF RAILWAY COMPANY.	Y. ar.	Miles long.	Capital authorized.	Total Capital raised on 31st Dec. in each Year, from Returns furnished to Parliament.			Receipts from Traffic during the Year, as far as they have been received by the Railway Companies to the Board of Trade.	Working Expenses during the half-yearly Statements of the Companies.	Preferential Charges, calculated on the Amount of standing on 31st Dec. in each Year, from Returns furnished to Parliament.				Total of Working and Preference Charges.	Amount of Surplus Income or Deficit.	Proportion per Cent. which the Receipts less the Working Expenses during the Year, and the Preference Charges, bear to the Ordinary Share Capital raised on 31st Dec.	
				Ordinary Shares.	Loans.	TOTAL.			Preference and Guaranteed Shares by other Companies.	Interest on Loans.	Preference and Guaranteed Shares and Debenture Stock.					
Newry, Warrenpoint, and Rostrevor -	1861	6	159,900	100,000	20,000*	159,475	4,992	2,336	1,164	1,966	3,130	5,466	Deficit 474	-	1.66	
	1862	6	159,900	99,910	20,000*	159,385	5,223	2,353	1,164	1,966	3,130	5,483	Deficit 260	-	1.80	
	1863	6	159,900	99,910	20,000*	159,810	4,695	2,455	1,164	1,989	3,153	5,608	Deficit 913	-	1.40	
	1864	6	159,900	99,910	20,000*	156,310	5,588	2,185	1,164	1,814	2,978	5,163	Deficit 425	-	2.18	
Parsonstown and Portumna Bridge -	1861	-	86,600	4,231	-	4,231	-	-	-	-	-	-	-	-	-	
	1862	-	86,600	4,331	-	4,331	-	-	-	-	-	-	-	-	-	
	1863	-	86,600	13,276	-	13,276	-	-	-	-	-	-	-	-	-	
	1864	-	86,600	13,276	-	13,276	-	-	-	-	-	-	-	-	-	
Parsonstown and Portumna Bridge Extension - Portadown, Dungannon, and Omagh Junction -	1861	-	32,000	-	-	-	-	-	-	-	-	-	-	-	-	
	Leased to the Ulster.															
	1861	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	1862	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rathkeale and Newcastle Junction -	1863	-	66,600	10,296	-	10,296	-	-	-	-	-	-	-	-	-	-
	1864	-	66,600	13,959	-	13,959	-	-	-	-	-	-	-	-	-	-
	1863	-	53,300	-	-	-	-	-	-	-	-	-	-	-	-	-
	1864	-	53,300	1,750	-	1,750	-	-	-	-	-	-	-	-	-	-
Sligo and Ballaghadeen - Sligo and Ballaghadeen Junction - Ulster -	1861	52	1,380,000	916,441	38,890	205,453	105,024	46,284	1,555	8,328	9,883	65,368	39,656	-	3.71	
	1862	14	527,160	247,632	66,545	106,559	420,736	59,407	3,993	5,208	9,201	80,620	52,198	-	3.21	
	1863	93	1,339,000	938,678	40,135	264,161	1,242,974	-	1,605	10,746	12,351	-	-	-	-	-
	1864	121	527,160	249,882	66,615	106,562	433,059	-	3,999	4,863	8,862	-	-	-	-	-
Ulster - Banbridge, Lisburn, and Belfast - Portadown, Dungannon, and Omagh Junction -	1861	65	1,340,000	970,513	41,635	261,110	112,818	59,407	3,993	5,208	9,201	80,620	52,198	-	3.21	
	1862	15	199,000	69,282	40,000	49,000	121,693	64,429	2,000	2,376	4,376	89,961	31,732	-	3.08	
	1863	41	626,960	250,820	66,715	106,582	424,117	70,252	4,003	4,863	8,866	96,124	40,583	-	3.49	
	1864	77	1,340,000	1,000,000	47,085	256,860	1,303,945	-	1,883	10,726	12,609	-	-	-	-	-
Waterford and Kilkenny - Waterford and Limerick - Limerick and Castleconnell - Limerick and Ennis - Limerick and Foynes - Waterford and Kilkenny -	1861	25	225,000	91,668	28,487§	43,300	136,707	51,231	4,003	4,874	8,877	110,148	3,899	-	2.58	
	1862	27	218,300	97,160	244,906	98,868	-	-	-	-	-	-	-	-	-	-
	1863	29	599,000	250,000	-	-	-	-	-	-	-	-	-	-	-	-
	1864	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* 12,900*l.* at 6 per cent.; and 7,100*l.* at 5½ per cent.
† Taken at 5 per cent.
‡ Taken at 5 per cent.
§ Taken at 5 per cent.
|| 154,900*l.* taken at 5 per cent.

Table showing, for the Railways in Ireland, the Capital authorized, &c.—continued.

NAME OF RAILWAY COMPANY.	Year.	Miles long.	Capital authorized.	Total Capital raised on 31st Dec. in each Year, from Returns furnished to Parliament.				Receipts from Traffic during the Year, as furnished by the Railway Companies to the Board of Trade.	Working Expenses during the half-yearly Statements of the Companies.	Preferential Charges, calculated on the Amount of Preference and Loan Capital standing on 31st Dec. in each Year, from Returns furnished to Parliament.				Total of Working and Preference Charges.	Amount of Surplus or Income or Deficit.	Proportion per Cent. of the Receipts from Traffic, less the Working Expenses during the Year, and the Preference Charges, on the Loan on 31st Dec., to bear to the Ordinary Share Capital raised on 31st Dec.
				Ordinary Shares.	Preference and Guaranteed Shares.	Loans.	TOTAL.			£	£	£	£			
Waterford and Limerick	-	-	£ 1,274,000	£ 501,712	£ 356,850	£ 311,312	£ 1,169,874	£ -	£ -	£ 17,650	£ 14,175	£ 31,825	£ -	£ -	-	
Limerick and Castleconnell	-	-	82,333	35,694	-	6,500	42,194	-	-	-	325	325	-	-	-	
Limerick and Ennis	-	-	225,000	91,681	12,325*	75,015	179,021	-	616	616	3,490	4,106	-	-	-	
Limerick and Foynes	-	171	218,300	97,160	30,487†	43,300	170,947	51,984	1,677	1,677	1,963	3,640	-	6,286	2.45	
Waterford and Kilkenny	-	-	599,000	250,000	246,874†	98,596	595,470	-	14,812	14,812	4,465	19,277	-	-	-	
Waterford and Limerick	-	-	1,286,100	501,512	391,100	301,522	1,194,134	-	19,073	19,073	13,651	32,724	-	-	-	
Limerick and Castleconnell	-	-	82,333	53,712	7,780*	20,333	81,825	-	389	389	1,085	1,474	-	-	-	
Limerick and Ennis	-	-	225,000	91,719	12,325*	75,000	179,044	-	616	616	3,505	4,121	-	-	-	
Limerick and Foynes	-	171	218,300	97,160	32,987†	43,300	173,447	51,539	1,814	1,814	1,973	3,787	-	8,601	2.39	
Waterford and Kilkenny	-	-	599,000	250,000	251,534†	93,600	595,134	-	15,092	15,092	4,291	19,383	-	-	-	
Waterford and Limerick	-	-	1,328,100	501,512	408,000	320,681	1,230,193	-	19,849	19,849	14,439	34,288	-	-	-	
Limerick and Castleconnell	-	-	82,333	53,713	7,780*	20,333	81,826	-	389	389	1,085	1,474	-	-	-	
Limerick and Ennis	-	13	225,000	91,978	12,325*	74,295	178,598	-	616	616	4,045	4,661	-	-	-	
Limerick and Foynes	-	26	218,300	97,173	32,917†	43,300	173,390	50,051	1,810	1,810	2,003	3,813	-	9,415	2.38	
Waterford and Kilkenny	-	31	599,000	250,000	294,381§	90,395	594,776	-	-	-	4,206	18,894	-	-	-	
Waterford and Passage	-	-	80,000	-	-	-	-	-	-	-	-	-	-	-	-	
	1862	-	106,600	-	-	-	-	-	-	-	-	-	-	-	-	
	1863	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	1864	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	1861	7	77,350	48,000	10,000	14,850	72,850	4,694	4,107	500	742	1,242	-	655	0.81	
Waterford and Tramore	-	8	77,350	48,000	10,000	19,350	77,350	3,239	1,603	500	967	1,467	-	169	2.12	
	1863	8	77,350	48,000	10,000	19,350	77,350	4,991	2,919	500	967	1,467	-	605	2.67	
	1864	8	77,350	48,000	10,000	18,850	76,850	5,090	3,284	500	942	1,442	-	364	2.35	
Waterford and Wexford	-	-	440,000	-	-	-	-	-	-	-	-	-	-	-	-	
	1861	-	266,600	-	-	-	14,800	-	-	-	-	-	-	-	-	
	1862	-	266,600	4,763	-	-	4,763	-	-	-	-	-	-	-	-	
West Cork	-	-	266,600	100,330	-	-	100,330	-	-	-	-	-	-	-	-	
	1863	-	266,600	191,575	-	44,600	236,175	-	-	-	-	-	-	-	-	
	1864	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
These totals are exclusive of the capital and receipts of the companies whose lines are not working.	1861	1,364	25,264,292	12,536,490	4,303,302	4,340,369	21,180,161	1,448,393	642,139	206,163	191,422	397,585	1,039,724	408,669	3.37	
	1862	1,598	26,249,234	13,237,922	4,596,963	5,038,526	22,873,401	1,446,092	697,772	220,304	219,529	439,833	1,137,605	308,437	2.33	
	1863	1,721	26,584,239	13,338,586	4,777,623	5,402,536	23,518,750	1,518,654	750,412	232,475	234,017	466,492	1,216,904	301,750	2.26	
	1864	1,776	26,957,589	13,458,435	5,168,854	5,449,780	23,885,494	1,581,606	750,630	250,257	243,248	493,739	1,244,269	337,337	2.51	
Lines not working	-	-	4,991,400	807,227	-	198,758	1,105,985	-	-	-	-	-	-	-	-	
Bagenalstown and Wexford	-	-	[511,600]	-	-	-	-	-	-	-	-	-	-	-	-	
Waterford and Passage	-	-	[106,600]	-	-	-	[188,352]	-	-	-	-	-	-	-	-	
	1864	-	-	-	-	-	-	-	-	-	-	-	-	1,356,243†	-	

* Taken at 5 per cent.

† Taken at 5½ per cent.

‡ Taken as in 1863, not being in the return of Board of Trade for 1864.

§ Taken at 6 per cent.

¶ Total surplus in the four years - 1,582,742

Total deficit - 226,499

§ 196,885½ taken at 6 per cent.

¶ 1,356,243

APPENDIX AC.

SUPPLEMENTAL REPORT of the COMMITTEE of the CHAMBER of COMMERCE of the City of WATERFORD appointed to investigate into the present WORKINGS of the RAILWAYS to and from WATERFORD, and to bring the Result of their INQUIRIES before the NOTICE of the ROYAL COMMISSIONERS on RAILWAYS sitting in LONDON.

YOUR Committee think it advisable to bring under the notice of the Commissioners another matter which ought to be placed on a proper footing.

They allude to the differential rates made by railways with steamers engaged in the cross channel traffic on goods carried by them for traders up the country, thus enabling a through rate to be made, which materially injures traders in the seaport and intermediate towns where such through traffic arrangements do not exist.

Your Committee would, therefore, respectfully suggest that the Commissioners should obtain evidence on this point, or, should they think it needless to do so, should consider the propriety of recommending such regulations as would oblige all similar goods to be carried by railways at a

similar rate of charge from one point to another, whether those goods be committed to their care by or for local traders or on through rates from or to other railways or from or to steamers; such charge not to be altered by drawbacks or other means, except under special circumstances to be decided by the Board of Trade.

All the foregoing supplemental report is respectively submitted to the Royal Commissioners on Railways by the Committee of the Chamber of Commerce of the city of Waterford appointed for such purpose.

Geo. Gibson, Secretary,
Waterford, June 9, 1865.

A. DENNY,
Chairman of Committee.

APPENDIX AE.

MEMORANDA ON FOREIGN RAILWAYS, by Mr. W. K. SULLIVAN.

(Referred to under Question 2114.)

THE principal lines of railway in Belgium belonging to the State were completed in 1843. In the year 1844 there were 559 kilometres, or 347·3 miles, opened, of which 235 kilometres were double lines and 324 single. The total cost was 144,746,774 francs, being an average of 258,938 francs per kilometre, or 16,855 $\frac{1}{2}$ per mile. The total receipts in the same year were 11,230,000 francs, or 1,305 $\frac{1}{2}$ per mile, of which 712 $\frac{1}{2}$ per mile were derived from passengers, and 593 $\frac{1}{2}$ from the carriage of goods and miscellaneous sources. About 20 per cent. of the total receipts was derived from the carriage of goods through the Belgian territory from France or Prussia to the Belgian ports, or from the latter to the former. If we deduct this transit or international traffic, the receipts per mile derived from the internal traffic of Belgium itself were 1,032 $\frac{1}{2}$. The total number of passengers in 1844 was 3,382,000, or 10,513 per mile, and the number of tons of goods carried, including transit goods, 520,892 tons, or 1499·5 tons (metrical) per mile. The working expenses were 5,765,420 francs, or 670 $\frac{1}{2}$ per mile, being about 51·3 per cent. of the gross receipts. The Belgian State railway system in 1844 might, therefore, be compared with the Great Southern and Western of Ireland in 1864. The number of miles of the Great Southern and Western opened in 1864 was somewhat more than that of the Belgian system in 1864, being 387 $\frac{1}{2}$ miles, the gross receipts were 1,127 $\frac{1}{2}$ per mile, which is a little more than the Belgian receipts derived from internal traffic. The number of tons of merchandise per mile carried on the Great Southern and Western line was, however, only 802, while the internal traffic alone of Belgium in 1844 was 1,200 tons per mile. While the Belgian lines carried 10,513 passengers per mile in 1844, the Great Southern and Western carried in 1864 only 2,425. These numbers show that the receipts of the Irish line are derived from passengers travelling long distances at high fares, while in Belgium there existed in 1844 a considerable local traffic.

From 1843 to 1852 the traffic on the Belgian lines increased very rapidly, as the following table shows:—

	1843.	1852.
Passengers -	308,534	4,451,304
Goods -	368,107 tons.	1,490,284 tons.
Receipts -	9,031,519 francs.	18,639,758 francs.

In ten years the passengers increased 44 per cent., the goods 305 per cent., and the gross receipts 106 per cent. A considerable part of the increase in goods, and con-

sequently of receipts was due to the development of the transit traffic. In 1836 the value of the goods sent through Belgium was estimated at 20,730,000 francs, and in 1857 at 386,566,000 francs, so that in 20 years this trade had increased 1,764 per cent.

The traffic of the Belgian railways appears to have steadily increased up to 1856, during which time there appears to have been no alteration in the fares or goods rates. Indeed by the law of the 12th of April 1851 the power of the Administration to make any such changes was expressly limited to two categories—emigrants and public fêtes, and similar occasions. In 1856, however, the internal traffic received a check, the carriage of heavy goods declined by 104,000 tons, and the receipts by 303,000. It was found that this declension was due to the rates of carriage being too high. The competition in some articles was so close that the rates became prohibitive. To meet the difficulty the Administration entered into contracts with manufacturers to carry certain quantities of goods, and made special rates for such articles as coal, pig iron, &c. Although these measures were very objectionable in principle they relieved trade. In the four years from 1856 to 1860 the traffic increased by 1,133,000 tons, and the receipts by 3,306,300 francs.

The experience gained during these four years led the Belgian Government to modify completely the principle upon which their rates were based. Hitherto the rates increased in the direct proportion of the mileage. This supposes that the expense increases in the same ratio, that is, that it costs fifteen times as much to convey one ton of goods 50 miles as it does to convey it one, which is not the case. The Belgian Government accordingly proposed to reduce the rate for conveyance of goods according as the distance increased. This reform was introduced in 1861, and was applied to coal, coke, or other fuel, pig iron, building and paving stones, and lime. The result of this reform was remarkable; the whole traffic increased by 427,000 tons, or 11·61 per cent., and the receipts by 1,635,000 francs, or 10·93 per cent., while the tonnage of the articles carried at the reduced rates increased by 70·42 per cent.

Goods were classified in Belgium for railway purposes into three categories or classes. The articles for which the special rates above mentioned were made belonged to the third class. In 1862 the special rates were extended to all the articles of the third class, and the principle of reducing the rate in proportion to distance was applied to the second class, and the special rate for transit goods,

to which allusion shall be made presently, was applied generally. The results of these modifications during the years 1862, 1863, and the first half of 1864 were very successful, notwithstanding the commercial and industrial crisis brought about by the American war, and which was very severely felt in Belgium. The traffic increased by 621,000 tons, and the receipts by 892,000 francs.

In 1864 a new classification of goods was made; all the articles of the third class were put into a fourth class, and the rates lowered considerably. The greater part of the goods hitherto included in class 2 were transferred to class 3; many articles of class 1 also were transferred to classes 2, 3, and a few even into class 4; and lastly, the rates according to distances, were greatly reduced in classes 2 and 3. The following selections will show the character of the goods included in each class.

1st Class. Coffee, sugar, and other articles usually included under the terms groceries, tobacco, cotton, linen, hempen, woollen, silken, and other woven fabrics, drugs, leather, artistic bronzes, Nuremburg toys, millinery, earthen and glass ware, paper, books, and printed matter generally, &c.

2nd Class. Commercial acids, ammonia, sulphur, alum, bleaching powder, and other chemical products used in large quantities, raw cotton, hemp, flax, jute, &c., flax straw, grain, oil cake, starch, dried fish, bone black, red and white lead, rags, anvils, springs, wheel tires, anchors, nails, iron hollow ware, scythes, raw and hammered steel, pig lead, zinc, window glass in boxes, &c.

3rd Class. Wood of all kinds, except ornamental and dye woods, which belong to class 1, slates, tiles, empty bottles, jars, carboys, &c., rock and sea salt, hay and straw in bundles, cullet or broken glass, fresh or dried chickory roots, millstones, bar iron, tanning bark, &c.

4th Class. Coal and coke, furnace cinder, kelp, zinc and iron ores, barytes, quartz, sand, manganese, marl, lime, gypsum, pyrites, bone black, poudrette, slaughter-house offal, soot and other manures, building stone, paving stones, turf, peat, charcoal, china clay, brick, gravel, bones, oxide of zinc, pig iron, beetroot, beetroot pulp, iron castings, iron pipes, rails, rivets, &c.

Several of the articles included in classes 3 and 4 are only carried at reduced rates when there is a complete waggon load of five tons.

The effect of these important modifications was to do away with the necessity of special rates or contracts, because the new general rates were as low, and in many cases lower, than the special rates. Only two special rates still exist; the first applies to coal, coke, and patent fuel sent to Ostend or Antwerp for exportation by sea; the second applies to armour plates, fine iron plates, locomotives, tenders, and waggons, machines, and tools of iron, iron bridges, iron pillars, ornamental iron castings, axles, wheels and tires, anvils, vices, springs, iron wire, chains, nails, braces, &c. The special rates of the first category are about the same as the general rates for class 4 for long distances, but are somewhat lower for shorter distances. The same observation applies to the second special rate, that is, for long distances they are about the same as the general rate for class 3, and for shorter distances somewhat cheaper. As, however, there are several articles belonging to class 2 to which the second special rate is applicable, that rate has still some advantage over the general rates.

The results of the reforms of 1864 surpassed all expectation. From June to December the tonnage of heavy goods increased by 525,000 tons, which would give for an entire year 900,000 tons, a number which is equivalent to the mean increase of three years. The receipts for the same period increased by 578,000 francs, which would represent for a whole year 990,000 francs.

According to the Minister of Public Works, M. Vanderstichelen, in his speech before the Belgian Parliament on the 7th of March last, the goods traffic on the Belgian State railways has increased since 1856 in the following proportion:—

—	Tons of Merchandise.*	Increase in Tons.
1856	2,545,000	—
1857	2,783,000	238,000
1858	3,190,000	407,000
1859	3,315,000	125,000
1860	3,678,000	363,000
1861	4,105,000	427,000
1862	4,276,000	171,000
1863	4,479,000	203,000
1864	5,251,000	772,000

It thus appears that in eight years the goods traffic increased by 2,706,000 tons, or 106·32 per cent.

The gain of the public is represented by M. Vanderstichelen as follows:—

—	Total Reduction in Francs.	Per-centage Reduction upon the Fares of 1856.
	Francs.	
1857	668,000	5·240
1858	893,000	6·113
1859	1,060,000	6·987
1860	1,876,000	11·135
1861	2,217,000	11·790
1862	3,164,000	16·157
1863	3,762,000	18·340
1864	6,670,000	27·729
Total	20,310,000	

There has been consequently a mean abatement of the cost of transport in eight years of nearly 23 per cent., while the abatement in the rates for some articles is as much as 80 per cent. Notwithstanding this great reduction, the receipts for heavy goods rose in eight years, from 1856 to 1864, from 10,971,000 francs to 16,738,000 francs, that is an increase of 5,767,000 francs, or 52½ per cent. The receipts from passengers, parcels, and miscellaneous sources increased from 12,183,000 francs in 1856 to 16,940,000 francs in 1864, or an increase of 4,757,000 francs, or 39 per cent. The total increase of receipts from all sources of traffic was therefore 10,524,000 francs, or an increase of 45·4 per cent.

Let us now see in what proportion the working expenses increased with this increase of traffic. In 1856 the working expenses were 14,811,000 francs, and in 1864 18,000,000 francs, the increase being 3,189,000 francs, or 21½ per cent.; that is, the working expenses only increased in somewhat less than half the ratio of the gross receipts. From 1856 to 1864 the sum of 31,078,000 francs was expended upon the capital account, chiefly on account of work which had nothing to do with the modification of the rates. The interest upon this sum at 5 per cent. would be 1,554,000 francs. The total increase of working expenses, inclusive of this outlay upon permanent works, was 4,743,000; this sum deducted from the gross increase of income leaves the net profit of 5,781,000 upon the whole increase since 1856, or 1,024,000 francs upon the increase of the traffic in goods alone. In a word, not only did the increase of traffic cover the loss from the reduction of rates upon the conveyance of goods, and which in 1864 represented nearly 23 per cent. of the gross receipts, or 6,670,000 francs, but it also yielded the sum of 4,743,000 francs to cover increased working expenses and interest upon capital expended upon permanent works, and left a surplus net revenue of 1,024,000 francs.

The following table enables us to compare the rates of 1856 with the new ones of 1864, and to better understand the reduction in the mileage rate, which is made according to distance:—

Distance in Leagues = 5 Kilometres.	1st Class. Rate per Ton per Mile.		2nd Class. Rate per Ton per Mile.		3rd Class. Rate per Ton per Mile.		4th Class. Rate per Ton per Mile.	
	1856.	1864.	1856.	1864.	1856.	1864.	1856.	1864.
5 [=15·5 miles]	d.	d.	d.	d.	d.	d.	d.	d.
10 [=31 miles]	2·2	2·2	1·88	1·88	1·57	1·57	1·57	1·25
15 [=46·5 miles]	1·88	1·88	1·56	1·56	1·25	1·25	1·25	0·94
20 [=62 miles]	1·78	1·78	1·47	1·47	1·15	1·15	1·15	0·78
25 [=77·5 miles]	1·73	1·73	1·41	1·17	1·09	0·90	1·09	0·62
30 [=93 miles]	1·69	1·69	1·38	1·0	1·06	0·75	1·06	0·52
35 [=108·5 miles]	1·67	1·67	1·36	0·89	1·04	0·65	1·04	0·46
40 [=124·2 miles]	1·65	1·65	1·34	0·80	1·02	0·57	1·02	0·41
45 [=139·7 miles]	1·64	1·64	1·33	0·74	1·01	0·52	1·01	0·38
50 [=155·3 miles]	1·63	1·63	1·32	0·69	1·0	0·48	1·0	0·35
	1·63	1·63	1·32	0·65	1·0	0·44	1·0	0·33

It must be borne in mind that there was not a fourth class in 1856, and that the articles now included in it, as has been mentioned above, were then in the third class, hence the

* Metrical tons = 1,000 kilogrammes; British tons = 1,015 kilogrammes.

reason why the column of fourth-class rates for 1856 is the same as that of the third class for 1856. In considering the reductions which have been made in the rates since 1856, it is essential to bear in mind the changes which have been made in the classification. Thus, for example, beet-root was formerly classed in the first class, and paid from 3·50 francs to 26 francs per ton for distances varying between the minimum distance of 5 leagues, or 15½ miles, to 50 leagues, or 155 miles; it is now in the fourth class, and pays for the same distances only from 2 francs to 5·50 francs. Lime, which in 1856 was in the second class, and paid from 3 francs to 21 francs, is now in the fourth class, and pays from 2 francs to 5·50 francs.

By the bill of the 7th of March 1865, Mr. Vanderstichelen proposes to apply the same principle of reduction, according to distance, to passenger fares. M. de Macar, the reporter of the committee on the bill, reported favourably upon the measure, and recommended the chamber to unanimously grant to the Minister of Public Works the vote of confidence which he asked for the reforms which he had effected in railway rates. He also stated that the parcel rates very much required reforming. At present those rates are better than ours, inasmuch as they are based upon the same principle as the postage of letters, namely, of charging the same sum for all distances. Thus, parcels weighing—

Under 2 kilogrammes pay for any distance	0·50
Above 2 „ and under 5 kilogrs.	0·75
„ 5 „ „ 10 „	1·00
„ 10 „ „ at the rate per kilogr. of	0·10

These rates include delivery within three hours after the arrival of the train.

The Belgian Government have also endeavoured to make international contracts upon the principle of reduction according to distance. Rails, bar iron, sheet iron, &c., made at Liège, Charleroi, and other centres of the Belgian iron trade, have always been exported to Switzerland, but previous to 1860 Belgian coal does not appear to have ever been exported to that country. The cost of carriage per ton of coal from Charleroi to Basel, a distance of about 615 kilometres, was fixed at 37 fr. 80 c., or about 0·95*d.* per ton per mile. It would appear that this rate was prohibitive. By a contract made between the Belgian Government and the directors of the Grand Luxembourg, the Gillaume-Luxembourg, and the French line de l'Est, the rate has, however, been reduced to 31 fr. 80 c., or about 0·80*d.* per ton per mile. By similar contracts the rates for pig iron and rails have been reduced about 27 per cent.

The rates at which transit goods are carried upon the line from the Prussian frontier town of Herbesthal to Antwerp are different from the internal traffic rates which have been described. Up to the year 1863 all goods were charged 1·03 fr. per 100 kilogrammes between the towns just named; but in 1863 the rate was reduced to 0 fr. 63 c. This rate was established upon the basis of 0 fr. 20 c. per ton-league, or 0·04 fr. per ton-kilometre without distinction of weight or class, or about 0·62*d.* per ton per mile.

The French lines upon which reductions as great as those which have been made in Belgium have been partially tried are,—Paris to Bordeaux, Paris and the Mediterranean, the line de l'Ouest. On the Paris and Bordeaux line, and the Nord. On the latter, coal is carried at the rate of 3½ centimes per ton per kilometre. On the Paris and Bordeaux line plaster of Paris is carried 577 kilometres at the rate of 0·021 fr. per ton per kilometre, or about 0·33*d.* per ton per mile. On the Paris and Mediterranean line it is carried from Charenton to Auxerre, 171 kilometres, at the rate of 0·023 fr. per ton per kilometre, or about 0·36*d.* per ton per mile. On the line de l'Ouest plaster of Paris, iron ores, &c. are carried from Argenteuil to St. Lô, a distance of 313 kilometres, at the rate of 0·022 fr. per ton per kilometre, or about 0·34*d.* per ton per mile.

It may be useful to add here the mean rates per mile at which goods and passengers are conveyed in some of the German States. They are calculated from those given in the Report of the French Railway Commissioners, published in 1863:—

RATES FOR GOODS.

	1st Class.	2nd Class.	3rd Class.
	<i>d.</i>	<i>d.</i>	<i>d.</i>
Grand Duchy of Baden -	2·20	1·67	1·41
Wurtemberg -	2·20	1·67	1·09
Bavaria -	3·47	3·05	1·09
Austria -	3 63	2·68	1·67
Eastern Prussia -	2·20	1·67	1·41
Hanover -	2·83	2·20	1·09
Rhenish Prussia -	2·36	1·67	1·25

The first class comprises manufactured articles generally, colonial products, fish, manufactured tobacco, &c.; the second class, crude metals, ordinary machinery, wine, spirits, raw cotton, &c., leaf tobacco, &c.; the third class, coal, ores, and other minerals, building materials, pig iron, manures, &c.

PASSENGER FARES.

	1st Class.	2nd Class.	3rd Class.	4th Class.
	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>
Grand Duchy of Baden -	1·39	0·93	0·59	—
Bavaria -	1·33	0·74	0·59	—
Austria -	1·83	1·39	0·91	—
Prussia -	1·55	1·16	0·77	0·38

It may also be useful to add the following facts taken from the same report, because they show in a striking way that whenever the rates are lowered the traffic increases.

During the ten years between the 1st January 1852 and the 31st December 1861 the number of kilometre tons (that is, one ton carried one kilometre) for each kilometre of railway opened increased from 145,308 per annum to 452,442, and the corresponding receipts from 12,411 francs to 30,060 francs. During the same period the mean rate per ton per kilometre fell from 0·0854 fr. to 0·0664 fr. Previous to the introduction of railways the mean rate per ton per kilometre for the carriage of goods was according to M. Marqfoy, 0·249 fr.

During the same period the number of kilometre passengers (that is, one passenger carried one kilometre) per kilometre opened, per annum, increased only from 262,866 to 315,427, and the corresponding receipts from 16,814 francs to 17,980 francs. The mean passenger fare in 1852 was 0·0639 fr. per kilometre, and in 1861 0·0570 fr. This diminution in the mean fare was, however, entirely due to an increase in the number of second and third class passengers, the rate-fares for each class having remained sensibly constant since the introduction of railways, and are,—

0·10 fr. per kilometre for first class.
0·075 fr. „ „ second „
0·055 fr. „ „ third „

These fares scarcely differ from those which were formerly charged by the Messageries for the *Coupé*, *l'Intérieur*, and *la Rotonde*. If we represent the kilometre goods traffic and the kilometre passenger traffic in 1852 each by 100, we shall find that while the former rose to 312, the latter only increased to 120. In the same way, while the receipts from goods traffic rose from 100 to 242, the passenger receipts only increased to 107; that is, while the goods traffic, upon which a considerable reduction had been made, increased 142 per cent. the passenger traffic, upon which no reduction was made, increased only 7 per cent. No doubt the goods traffic would have increased even if no change had been made in the rates of carriage; but there can be no doubt that a considerable part of the increase has been due to the reduction of the cost of transport.

APPENDIX AF.

COMMUNICATION from the LORD MAYOR of DUBLIN.

Mansion House,
Dublin, June 19, 1865.

The ROYAL COMMISSIONERS on RAILWAYS.

MY LORDS AND GENTLEMEN,

The attention of the citizens having been called to the communication made from the Commission to our Chamber of Commerce on subject of the present railway rates and

charges in this country, I was presented with a requisition from a highly influential portion of the community to convene a public meeting to take into consideration the best mode of aiding the objects of the Royal Commission, and which requisition I deemed it my duty to comply with.

The meeting having been held on the 1st instant, I have the honour to enclose the resolutions passed at it, and beg to call your particular attention to the fifth resolution.

I am now requested by the Committee emanating from the public meeting above referred to and organized as the "Irish Railway Reform Committee," to state for the information of the Commissioners, that they have taken active means to aid the Commission, having held daily meetings in order to obtain and organize evidence, and also addressed circular letters to all the commercial bodies throughout Ireland, calling upon them to furnish evidence of the statements openly made as to the disabilities which surround and depress mercantile dealings, owing to the high rates and charges for goods and passengers on our railways, the same cause tending to retard the development of the resources of the country.

The foregoing action of the Committee has enabled them to furnish evidence to the Royal Commission, and the Committee respectfully submit, on the opposite side, the names and occupations of the gentlemen who are prepared to be examined in favour of a reduction of the railway tariffs, leaving it in the hands of the Commissioners to make such a selection from them as may be essential for the purpose of the inquiry, and I shall be glad if the wishes of the Committee can be assented to.

Permit me, in conclusion, to assure the Commissioners that the subject of railway reform has excited intense interest in this country, it being, in my opinion, and that of the Committee, one of the most important social questions that any Government could entertain, with a view to effect for Ireland (especially) the immense advantages of a cheap and well ordered system of railway transit, and its concomitant results.

I have the honour to remain,
My Lords and Gentlemen,
Your most obedient servant,
JOHN BARRINGTON,
Lord Mayor.

JOHN BARRINGTON (Lord Mayor of Dublin), merchant and manufacturer.

ALEXR. PARKER, wholesale merchant, Dublin.

JOHN GEORGE BOILEAU, do. do.

ALDERMAN J. W. MACKAY (Lord Mayor elect), Dublin, wholesale seed, &c. merchant.

JOHN BAGOT, Esq., Dublin, wholesale wine and tea merchant.

MARCUS GOODBODY, Tullamore, millowner and landowner.

HENRY R. PERRY, Dublin, grain, &c. merchant.

H. J. MACFARLANE, Dublin, Chairman of the North Dublin Union, and extensive landowner.

ROBERT O'BRIEN, Dublin, cattle salesmaster.

J. D. MELDON, Dublin and Galway, solicitor and extensive landowner, in his own hands.

EDWARD FOX, Dublin, stock and share broker of thirty years' standing, largely interested in railway property.

IRISH RAILWAY REFORM MOVEMENT.

At a highly important and influential meeting, held by requisition, at the Mansion House, Dublin, on Thursday, 1st June instant, in order "to aid the Royal Commission now sitting in London, and receiving evidence in regard to the charges, rates, and management of Irish Railway Companies, and to adopt such measures as may be deemed advisable for carrying out the principles of the Railway Act of 1844 (7 & 8 Vict., c. 85.), now about to come into operation, in such manner as the state of Ireland so urgently demands."

The Right Hon. the LORD MAYOR in the chair.

It was moved by Francis Codd, Esq.;

Seconded by Alexander Boyle, Esq., and resolved:—

"1st. That it is the opinion of this meeting that no measures would be better calculated to develop the resources of Ireland, and improve the social condition of the Irish people, than one whereby the present fares and railway charges would be reduced to a low and uniform rate, and unity of action be effectually established; provided, however, that any arrangement of the kind shall provide ample protection for the property of railway proprietors."

Moved by Jonathan Pim, Esq.;

Seconded by S. M. Greer, Esq.:

"2nd. That that the General Railway Act of 1844 (7 and 8 Vict. c. 85.), by which the Government is enabled, on certain terms and conditions, to deal with or purchase all railways thereafter to be constructed, presents one method of carrying out the above object."

Moved by Alexander Parker, Esq.;

Seconded by J. G. Boileau, Esq.:

"3rd. That the increased traffic which would be created by a uniform system of low rates, together with the con-

siderable reduction of charges which would be effected by a less oppressive rate of interest on railway debt and by a consolidation of railway management, would, in the opinion of this meeting, more than compensate for any temporary loss arising from reduced rates."

Moved by Professor Sullivan;

Seconded by Edward Fox, Esq., J.P.:

"4th. That Her Majesty's Government having appointed a Royal Commission to institute inquiries with reference to the railway system of Ireland, it behoves the public to afford the Commission every possible assistance and information."

Moved by J. BOYCE, Esq., High Sheriff of the City;

Seconded by JOHN BAGOT, Esq.:

"5th. That the chairman, the secretaries, and the movers and seconders of resolutions, together with such other gentlemen as they may invite to join them, be appointed a committee to carry out the objects of this meeting."

The Lord Mayor was then moved from the chair, and the High Sheriff having been called thereto, on the motion of P. M'Evoy Gartlan, Esq., seconded by Mr. D'Arcy, T.C., the thanks of the meeting were given to his lordship for his kindness in presiding on that occasion.

The following provisional committee was appointed to carry out the objects of the meeting, viz.:—

The Right Hon. the Lord Mayor, Mansion House.

Francis Codd, Esq., Fleet Street.

Alexander Boyle, Esq., College Green, banker.

Jonathan Pim, Esq., 22, William Street.

J. G. Boileau, Esq., Bride Street.

Professor Sullivan, Cecilia Street.

Edward Fox, Esq., J.P., Dame Street.

J. Boyce, Esq., D.L., High Sheriff, 52, Upper Mount Street.

Alexander Parker, Esq., 46, Upper Rathmines.

J. Bagot, Esq., 28, William Street.

John Neville, Esq., C.E., Dundalk.

P. M'E. Gartlan, Esq., Mountjoy Square, East.

Sir John Gray, *Freeman's Journal*.

Alexander M'Clintock, Esq., 2, Rutland Square, West.

J. U. Burke, Esq., Farmers' Club.

Hugh Harris, High Sheriff, Armagh.

Captain Knox, *Irish Times*, Abbey Street.

John Collum, Esq., 40, Sackville Street, and Ennis^a Killen.

Edward Pardon, Esq., T.C., *Farmers' Gazette*.

M. R. Ryan, Mayor of Limerick.

Henry Maunsell, Esq., M.D., *Evening Mail*.

Michael Dwyer, Esq., *Evening Post*.

H. J. MacFarlane, Esq., Hunstown, Mulhuddart.

Archibald M'Comas, Esq., Exchequer Street.

Alderman J. W. Mackay, Lord Mayor Elect.

Henry Robert Perry (Perry, Pim, & Co.), Burgh Quay.

The Committee having held a meeting at the Chamber of Commerce, on Wednesday, the 7th inst., the following resolution was passed:—

"That, for the purpose of defraying the necessary expenses incidental to the movement, a subscription list be opened, to which the public is invited to subscribe, in sums not exceeding 1*l.* each, to enable the Committee to promote the objects contemplated, and that public attention be called to the vast advantages of inducing the Government to interfere in whatever manner may seem best to them, to give the public the advantage of cheap, safe, and punctual transit for persons, goods, and cattle."

The following were appointed the Bankers to the movement:—

National Bank, Dublin, and its Branches;

Royal Bank, Forster Place.

Messrs. Boyle, Low, and Murray, College Green.

Alexander Boyle, Edward Fox, and John George Boileau, Esqrs., were appointed Treasurers.

E. BULLEN, } Honorary Secretaries.
S. M. GREER, }

R. JACKSON, Assist. Sec.

Commercial Buildings,
12th June 1865.

IRISH RAILWAY REFORM.

The Committee organized for the above object sit daily at the Commercial Buildings, at 3.30, and invite co-operation from all parties capable of giving reliable information on the above subject.

Commercial Buildings.

R. JACKSON, Assist. Sec.

APPENDIX AG.

(Given in by the Earl of Clancarty, Question 6319.)

ABSTRACTS from the HALF-YEARLY REPORTS of the MIDLAND GREAT WESTERN RAILWAY, from July, 1851, to June, 1856, both inclusive, showing the Amount realized from Passengers, Goods, and Cattle Traffic, in each Half-Year, distinguishing between the Returns for 1st, 2nd, 3rd, and 4th Class Passengers. Also Returns of Passenger Traffic and Revenue in each Year.

MIDLAND GREAT WESTERN RAILWAY.—DUBLIN TO ATHLONE.—HALF-YEARLY RETURNS.

Date.	1st Class.	Amount.	2d Class.	Amount.	3rd Class.	Amount.	4th Class.	Amount.	Horses.	Carriages.	Parcels.	Goods.	Cattle.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1851	11,916	3,946 14 2	34,955	8,356 13 8	41,130	5,510 7 1	43,435	4,405 0 10	679 17 7	..	4,554 19 5	..	2,617 1
1852	13,490	4,197 10 10	37,608	8,667 5 1	48,051	6,379 1 10	43,245	4,338 12 5	633 8 4	..	6,487 0 4	..	3,700
1852	11,894	5,509 18 11	34,205	10,595 17 11	46,844	7,500 11 0	43,204	4,854 16 2	1,065 11 11	..	7,206 5 11	..	5,181
1853	12,073	4,697 18 4	33,005	9,140 2 11	51,446	7,859 4 1	32,701	4,670 1 10	617 0 3	..	8,363 2 0	..	4,461
1853	15,902	6,840 16 1	45,013	12,729 4 7	67,973	10,395 8 8	36,348	4,415 0 5	1,206 2 3	..	9,007 0 4	..	5,874
1854	17,013	5,167 1 4	43,077	8,338 17 4	76,411	11,817 14 6	18,261	1,822 10 2	719 19 5	..	11,912 8 5	..	6,040
1854	21,030	6,179 7 6	47,546	9,852 7 9	79,839	10,811 15 8	31,644	4,122 6 3	1,116 3 8	..	12,192 18 5	..	7,852
1855	18,223	5,492 15 6	46,547	9,113 12 0	71,757	11,206 7 7	11,550	1,320 15 3	710 5 3	..	13,874 9 3	..	7,425
1855	22,946	7,110 14 7	54,530	11,133 1 2	84,863	12,829 7 0	27,133	3,382 17 3	713 17 8	250 16 6	2,058 18 6	12,544 10 1	9,131

MIDLAND GREAT WESTERN RAILWAY.—DUBLIN TO ATHLONE, EXTENDED TO LONGFORD AND CAVAN.

Date.	1st Class.	Amount.	2d Class.	Amount.	3rd Class.	Amount.	4th Class.	Amount.	Horses.	Carriages.	Parcels.	Goods.	Cattle.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1856	22,224	6,945 1 7	83,555	10,165 10 1	86,838	13,859 17 8	18,431	2,450 18 0	621 12 0	195 16 6	1,994 13 0	14,659 11 10	8,515
1856	23,319	9,138 9 10	67,853	13,467 12 1	102,952	15,172 19 5	32,869	4,692 2 1	937 14 8	306 0 4	2,433 7 5	18,645 14 1	9,995
1857	24,029	7,919 5 4	61,295	11,114 11 4	101,174	15,128 7 8	19,679	2,865 11 1	1,032 14 0	268 8 6	2,322 15 3	19,445 7 4	8,711
1857	37,274	9,199 7 4	66,806	13,048 14 6	98,353	15,131 1 10	31,009	4,307 0 9	1,023 0 3	223 18 6	2,579 3 6	19,115 18 10	8,841
1858	24,282	7,855 13 5	57,404	11,015 14 1	92,188	14,123 14 2	17,278	2,555 3 5	702 19 11	206 17 1	2,254 0 8	20,990 5 2	9,664
1858	28,804	9,722 1 10	61,446	13,073 16 5	105,191	13,972 0 4	30,175	4,064 8 11	956 4 4	256 10 0	2,545 16 2	21,408 14 0	9,212
1859	26,118	8,460 2 4	58,287	11,212 14 10	99,889	14,710 0 8	16,796	2,493 5 9	1,383 8 4	227 12 6	2,427 17 8	21,541 18 8	11,140
1859	30,553	10,355 12 10	67,146	13,059 11 2	103,608	14,327 19 9	29,793	4,362 18 10	1,023 17 3	246 13 0	2,777 11 4	22,398 4 9	11,114
1860	27,429	8,684 0 9	57,408	10,935 15 7	108,050	15,719 6 5	23,094	3,500 4 3	810 9 3	270 13 0	2,516 11 8	25,786 19 5	11,252

MIDLAND GREAT WESTERN RAILWAY.—DUBLIN TO ATHLONE, LONGFORD, CAVAN, BRANCH TO CASTLEREA.

Date.	1st Class.	Amount.	2nd Class.	Amount.	3rd Class.	Amount.	4th Class.	Amount.	Horses.	Carriages.	Parcels.	Goods.	Cattle.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1860	29,737	10,183 6 5	60,196	12,796 17 0	61,507	9,264 5 11	71,580	11,139 16 4	977 8 0	246 0 6	2,569 16 5	24,662 14 10	11,205
1861	23,887	8,630 5 5	52,753	11,278 18 1	48,354	7,946 10 7	59,113	10,818 9 8	651 11 4	186 19 8	1,902 9 6	29,009 6 0	10,663
1861	32,014	9,777 14 1	61,226	12,787 14 9	49,406	7,312 17 9	88,668	13,391 12 6	947 1 10	158 4 6	2,168 7 6	27,494 19 4	13,197
1862	22,337	8,044 9 3	49,383	10,278 18 6	43,797	6,583 1 11	63,248	10,951 6 8	970 4 4	162 14 6	2,037 13 2	30,175 11 0	10,993
1862	33,635	9,300 6 1	51,350	12,256 13 9	41,943	6,671 18 2	66,166	11,732 6 9	998 8 1	150 16 0	2,156 14 1	25,395 10 11	12,669

MIDLAND GREAT WESTERN RAILWAY.—DUBLIN TO ATHLONE, CAVAN, EXTENSIONS TO CLARA, SLIGO, AND CASTLEBAR.

Date.	1st Class.	Amount.	2nd Class.	Amount.	3rd Class.	Amount.	4th Class.	Amount.	Horses.	Carriages.	Parcels.	Goods.	Cattle.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1863	24,798	9,036 5 1	49,676	11,201 2 6	58,252	8,032 3 9	73,228	13,051 12 11	706 8 3	98 12 0	2,206 18 6	33,346 4 8	12,887
1863	28,037	10,260 5 3	60,642	13,281 15 8	63,264	7,823 10 1	85,235	14,460 9 0	1,125 12 7	137 6 2	2,447 15 8	27,277 4 7	14,824
1864	26,781	9,244 16 8	51,902	10,867 1 9	67,647	8,711 8 0	83,091	14,571 3 11	814 11 9	98 16 9	2,393 8 3	28,387 7 3	12,253

MIDLAND GREAT WESTERN RAILWAY.—ATHLONE TO GALWAY.—HALF-YEARLY RETURNS.

Date.	1st Class.	Amount.	2d Class.	Amount.	3d Class.	Amount.	4th Class.	Amount.	Horses.	Carriages.	Parcels.	Goods.	Cattle.	Years in June
		£ s. d.		£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1851	4,215	854 4 11	13,399	1,799 1 10	10,762	1,123 3 2	11,127	943 13 8	148 11 6	..	1,227 5 7	..	178 3 10	..
1852	3,114	730 8 1	10,974	1,491 5 3	10,048	1,143 16 9	12,684	879 17 6	71 4 10	46 10 6	301 10 1	2,152 15 4	363 2 9	541
1852	6,518	1,270 10 3	19,367	2,447 4 8	15,562	1,650 0 8	10,306	1,072 11 1	225 17 11	..	2,483 14 3	..	601 12 6	1,091
1853	4,294	806 10 11	16,358	1,679 18 5	12,579	1,476 2 10	10,978	878 6 11	110 6 10	..	3,073 2 0	..	489 8 3	..
1853	7,470	1,520 5 10	21,468	2,425 0 0	20,539	2,278 12 10	11,600	1,082 19 6	144 5 3	61 4 10	475 11 3	2,576 14 0	702 14 5	1,936
1854	3,384	560 15 0	15,592	1,828 1 4	15,942	1,875 18 0	5,734	659 12 0	83 10 3	30 1 0	287 13 9	2,953 9 3	694 1 4	1,936
1854	6,245	1,421 18 5	19,065	2,622 3 2	26,304	2,587 2 2	2,789	154 19 7	147 8 3	63 5 6	354 9 10	2,937 17 2	942 17 3	1,939
1855	4,719	1,058 13 11	16,983	2,259 14 2	17,696	1,978 3 11	468	13 14 3	77 1 8	39 12 6	280 6 4	3,102 0 3	996 11 9	2,402
1855	8,159	1,749 9 8	22,729	3,124 5 4	24,957	2,737 4 2	3,288	154 15 3	142 3 8	56 16 0	438 7 0	3,580 9 5	1,127 8 8	2,355
1856	5,315	1,140 12 8	16,841	2,131 10 11	19,204	2,084 10 5	1,570	68 18 1	75 0 6	30 12 6	327 11 3	3,512 11 9	1,275 4 8	1,435
1856	8,908	1,782 5 2	23,679	3,035 3 3	24,924	2,570 9 2	5,601	268 19 6	143 5 6	48 14 0	396 10 9	3,648 17 8	1,110 15 1	2,929
1857	6,011	1,291 7 9	15,953	2,009 17 8	22,937	2,460 12 2	4,102	201 4 0	246 8 7	32 17 6	362 14 9	4,169 14 4	1,244 17 4	3,318
1857	9,175	1,870 1 3	23,239	3,035 17 3	28,489	2,556 11 10	6,077	305 9 11	232 15 1	44 8 0	438 6 7	3,678 2 9	1,010 9 7	2,888
1858	5,950	1,225 18 11	15,276	1,947 6 4	21,717	2,154 13 0	3,885	182 19 0	95 14 1	25 4 8	313 7 1	4,647 16 11	1,424 13 8	2,929
1858	10,142	2,105 12 6	21,520	2,964 11 10	30,523	2,959 5 6	6,612	327 9 11	174 0 0	42 4 0	433 13 9	4,000 11 7	1,110 17 9	3,492
1859	7,553	1,558 14 7	17,161	2,212 18 11	28,923	2,773 1 8	4,819	234 18 8	256 17 11	27 9 6	595 8 3	4,409 8 4	1,777 16 0	3,818
1859	11,031	2,260 0 0	21,873	2,968 19 11	34,066	3,226 7 10	7,754	387 17 9	200 12 9	43 5 6	499 7 1	4,320 13 5	1,366 12 9	3,917
1860	7,867	1,628 10 8	16,787	2,152 8 9	29,491	2,855 18 2	6,291	325 10 0	187 6 1	35 6 6	449 16 2	4,680 15 1	1,562 9 7	3,220
1860	10,550	2,297 19 0	20,669	2,995 6 0	17,514	1,781 17 6	27,459	2,308 19 10	181 17 3	44 5 0	475 4 3	4,648 9 8	1,528 14 3	3,492
1861	7,190	1,543 1 7	15,991	2,188 17 7	12,151	1,174 19 3	25,350	2,104 4 6	106 15 6	15 11 6	359 5 2	5,642 2 8	1,789 9 3	3,917
1861	9,474	2,055 5 1	20,861	2,980 8 8	13,514	1,212 15 9	26,386	2,261 7 1	182 16 4	44 16 6	463 1 1	4,111 12 8	1,839 2 5	3,492
1862	6,463	1,326 18 1	16,549	2,127 18 5	8,796	790 2 2	18,887	1,695 11 8	80 3 7	17 5 9	528 17 7	4,503 5 0	1,663 14 0	3,917
1862	8,238	1,691 5 10	18,528	2,524 0 10	9,919	892 8 9	19,690	1,748 9 11	151 14 6	13 8 6	327 19 10	3,653 0 3	1,441 6 0	3,917
1863	5,826	1,245 6 3	13,078	1,740 7 7	10,973	973 2 9	16,569	1,499 11 5	71 5 4	12 7 0	295 1 9	4,469 14 8	1,476 3 3	3,917
1863	8,469	1,792 12 3	17,601	2,462 13 5	15,521	1,331 12 2	18,248	1,712 9 1	156 5 7	25 11 0	363 14 0	3,520 14 7	1,698 16 5	3,917
1864	5,284	1,173 19 0	11,085	1,520 16 0	14,541	1,252 18 3	17,415	1,668 3 7	66 1 2	8 3 0	382 7 0	3,786 0 9	1,521 15 1	3,917

MIDLAND GREAT WESTERN RAILWAY.—ATHENRY TO TUAH.

1st Class.	Amount.	2nd Class.	Amount.	3rd Class.	Amount.	4th Class.	Amount.	Horses.	Carriages.	Parcels.	Goods.	Cattle.
	£ s. d.		£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
876	118 2 0	1,541	146 17 8	1,334	81 13 8	7,710	292 0 8	1 17 0	..	15 18 4	121 6 9	141 8 7
1,196	161 9 10	2,641	246 18 11	2,464	150 10 9	10,444	444 8 2	12 4 6	4 3 0	28 17 2	749 2 10	279 9 9
1,376	189 10 3	2,829	274 6 10	2,370	146 16 5	10,194	430 3 8	11 18 0	3 8 0	33 1 0	531 3 11	221 16 4
1,036	134 19 11	2,364	219 14 11	1,876	113 19 10	5,915	274 5 4	6 18 9	2 9 6	32 6 5	814 3 2	187 8 6
927	121 5 3	2,536	237 0 5	1,964	119 7 7	4,423	213 18 6	6 5 4	0 13 6	31 4 5	424 14 1	150 4 11
729	83 17 1	1,992	168 10 3	2,183	123 12 2	4,425	199 10 6	7 8 0	0 10 6	29 3 8	618 14 2	163 10 7
1,204	134 17 1	3,166	238 5 11	4,253	219 13 2	4,022	177 1 6	6 6 6	2 3 0	30 5 2	364 12 9	188 6 11
746	86 14 8	2,232	175 8 7	3,375	170 9 9	4,071	201 2 5	4 3 4	..	30 18 7	469 3 9	186 6 7

ber of Passengers of the Several Classes, and their Totals in each Year, from the Opening of the Railway from Athlone to Galway, with the Amount of Revenue from Passenger Fares in each of those Years, up to the 30th of June, 1864.

To June 30,	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.*	1862.	1863.	1864.
Class - - -	7,329	10,702	10,854	10,965	13,477	14,946	15,125	17,695	18,898	17,740	15,942	14,109	13,753
Class - - -	24,373	35,725	36,050	36,048	39,570	39,632	38,515	38,781	38,660	36,660	37,410	31,606	28,686
Class - - -	20,811	28,141	36,481	44,000	44,152	47,861	50,206	59,446	63,557	27,665	22,310	20,892	30,062
Class - - -	23,811	21,284	17,334	3,253	4,858	9,703	9,912	11,431	14,045	52,809	45,263	36,259	35,663
al Passengers - - -	76,324	95,852	100,719	94,271	102,057	112,142	113,758	127,353	135,160	134,874	120,925	102,866	108,164
Revenue - - -	£8,965	£11,341	£12,031	£12,166	£13,191	£13,619	£13,609	£15,137	£15,806	£16,395	£14,400	£12,314	£12,915

* Passenger Fares raised in May of this year 10 per cent.

† Traffic affected by opening of Great Northern Railway to Castlebar.

ke Return of Passengers and Revenue on the Line from Dublin to Athlone, from the period of Opening the Branches to Longford and Cavan, and including, in the Years ending in June, 1863 and 1864, the additional Passenger Traffic upon the Sligo Extension.

To June 30,	1857.	1858.	1859.	1860.	1861.*	1862.	1863.†	1864.‡
Class - - -	52,348	61,556	54,922	57,932	53,674	54,851	48,433	54,818
Class - - -	129,148	124,210	119,733	124,554	112,949	110,609	101,026	112,544
Class - - -	204,026	191,541	205,080	211,658	109,861	98,203	100,200	131,911
Class - - -	52,549	48,287	46,589	52,887	130,693	151,916	139,394	168,326
als of Passengers - - -	433,071	425,594	426,324	447,081	407,177	410,579	389,053	467,599
Revenue - - -	£79,497	£77,236	£77,703	£80,945	£83,058	£79,127	£81,281	£89,220

Passenger Fares raised 10 per cent. in May and June terminating this year.

† Extension to Sligo opened from 1st of January. Clara Junction opened

on 1st of April.

‡ Liffey Branch opened on 1st of March.

APPENDIX A.H.

STATEMENT OF TRAFFIC ON THE GREAT SOUTHERN AND WESTERN RAILWAY (Ireland). (Alluded to by Mr. Haughton in his Answer to Question 4493.)

Years.	When opened.	ORDINARY PASSENGER TRAFFIC.										MILITARY OFFICERS AND SOLDIERS.										TOTAL NUMBERS OF RECEIPTS FOR PASSENGERS AND MILITARY.										EX. FARES AND SUNDRIES.										AVERAGE RECEIPTS PER MILE OF RAILWAY.										Miles.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
		1st Class.					2nd Class.					3rd Class.					1st Return.					2nd Return.					No.					Amount.					No.					Amount.					No.						Amount.					No.					Amount.					No.					Amount.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.

APPENDIX A.J.

[illegible]

ABSTRACT.

Length authorized,
Capital authorized between 1st
January 1855 and 31st December 1864.

in	1355	•	63	25
	1856	•	1	46
	1857	•	139	32
	1858	•		
	1359	•	66	54
	1860	•	32	16
	1861	•	50	73
	1862	•	0	64
	1863	•	16	68
	1864	•	16	11

€3,850.686 amount authorized.

£3,856,666 amount authorized.
£7,377,092 amount raised by 12 of the above Companies between 1st January 1885 and 31st December 1884.

Of which has been opened	320	58
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Leaving unopened - 57 11

APPENDIX AK.

List of IRISH RAILWAY COMPANIES INCORPORATED in 1855 and in each succeeding Year, showing the LENGTH of RAILWAY and CAPITAL AUTHORIZED in each Year, the LENGTH OPEN at 31st December 1864, and CAPITAL RAISED to the same Date.

NAME OF COMPANY.	In 1855.		In 1856.		In 1857.		In 1858.		In 1859.		In 1860.		In 1861.		In 1862.		In 1863.		In 1864.		REMARKS.
	Length author- ized.	Capital author- ized (in- clud- ing Loan).	Length author- ized.	Capital author- ized (in- clud- ing Loan).	Length author- ized.	Capital author- ized (in- clud- ing Loan).	Length author- ized.	Capital author- ized (in- clud- ing Loan).	Length author- ized.	Capital author- ized (in- clud- ing Loan).	Length author- ized.	Capital author- ized (in- clud- ing Loan).	Length author- ized.	Capital author- ized (in- clud- ing Loan).	Length author- ized.	Capital author- ized (in- clud- ing Loan).	Length author- ized.	Capital author- ized (in- clud- ing Loan).	Length author- ized.	Capital author- ized (in- clud- ing Loan).	
Athlone and Ennis Junction	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	*Opened in March 1865.
Abbeey and Tuam	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Banbridge Extension	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Banbridge, Lisburn, and Belfast	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Boyle Central	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*Opened in March 1865.
Boyle, Droghda, and Bangor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Carriekfoss and Limerick	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Cork and Kinsale Junction	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Cork and Limerick Direct	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Line abandoned.
Cork and Macroom Direct	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Dowpatrick and Newry	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Dublin and Antrim Junction	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Dublin and Balinglass Junction	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Line abandoned.
Dublin and Meath	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Dundalk and Blackrock	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Dublin, Rathfriland, Rathgar, and Rathfriland	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Dublin, Trunk Connecting	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*19 miles opened in 1865.
Dundalk and Greenore	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Enniskillen, Bundoran, and Sligo	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Finn Valley	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Great Northern and Western	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*19 miles opened in 1865.
Athlone to Castlebar	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Castlebar to Westport	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Extension to Ballin	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Kilkeavy Junction	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*19 miles opened in 1865.
Kilkeavy and Killybegs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Killybegs and Killybegs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Killybegs and Killybegs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Letterkenny	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*19 miles opened in 1865.
Limerick and Castleconnell	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Midland Counties and Shannon	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Junction.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Newcastle (County Down)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*19 miles opened in 1865.
Newry and Greenore	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Parsonstown and Portlanna Bridge	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Parsonstown and Portlanna Bridge	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Rathfriland and Newcastle Junction	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*19 miles opened in 1865.
Sligo and Ballinacorney Junction	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Waterford and Passage	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Waterford and Wexford	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
West Cork	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*19 miles opened in 1865.
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

ABSTRACT.

Length authorized.		Capital authorized.	
M. CH.	£	M. CH.	£
1855	5 61	-	33,000
1856	5 61	-	-
1857	5 61	-	320,000
1858	5 61	-	673,333
1859	5 61	-	193,000
1860	5 61	-	1,496,466
1861	5 61	-	1,551,400
1862	5 61	-	486,600
1863	5 61	-	455,100
1864	5 61	-	1,885,000
Of which has been opened		7,092,899	
Leaving unopened		2,364,047	
		4,728,852 to raise.	

Of which has been opened 7,092,899

Leaving unopened 2,364,047 of which has been raised.

4,728,852 to raise.

APPENDIX AL.

PORT AND TRADE OF WATERFORD.

(Referred to by Mr. Delahunty in his Answer to Question 5036.)

Town Hall, 10th February 1865.

The Mayor of Waterford requests a meeting of the citizens, merchants, traders, and others interested in the trade and port of Waterford and the preservation and development of the traffic with England and Wales, on Thursday, the 19th February next, at one o'clock, to receive the report of the Committee appointed at the meeting held at the Town Hall, on the 23rd of December last, to inquire into and report to a future meeting as to the best means that should be adopted to promote, protect, and develop the trade and commerce of Waterford, and to take the necessary action thereon.

REPORT OF COMMITTEE.

At a meeting convened by the Mayor, and held at the Town Hall, on Friday, the 23rd December 1864, of the merchants, traders, and others interested in the trade and port of Waterford, to consider the effect the traffic arrangements of our local railways and steam-boats may have on the trade and commerce of Waterford,

The MAYOR of WATERFORD in the Chair.

The heads of through traffic arrangements entered into by the Great Southern and Western Railway, the Waterford and Limerick Railway, the Cork and Limerick Direct Railway, the London North-western Railway, the Waterford Steamship, the Cork and Liverpool Steamship, and the City of Dublin Steamship companies, for carrying goods at equal rates from the Limerick and Tipperary districts, by the ports of Dublin, Cork, and Waterford, to Birmingham and all parts of England north of Birmingham, *viâ* Liverpool or Holyhead, were read, and which arrangements are as follow:—

- “1. Agreement to carry goods.
- “2. Rates to be the same by all routes.
- “3. Through rates to be available by all the routes, viz., *viâ* Cork, *viâ* Dublin and Liverpool, *viâ* Waterford, and *viâ* Dublin and Holyhead.

- “4. Receipts derived from traffic to and from the following places, viz.: Limerick, Limerick Junction and Tipperary, with Liverpool and stations in England north of Birmingham (Birmingham inclusive), to form a common fund, to be dealt with as under:

“As respects traffic through Liverpool, the proportion due to the railway distance in England to be paid to the London and North-western Company.

“As respects traffic *viâ* Holyhead, after deducting from the gross receipts the proportions on the Irish mileage, and 138 miles of the distance from Dublin to destination, the remainder to be paid to the London and North-western Company.

“The residue, that is to say, the earnings by all the routes, as between the three places mentioned, and Liverpool by the steam-packet routes, and a point 138 miles from Dublin *viâ* Holyhead, say Holywell station, such earnings to include the proportions due upon any through traffic carried by any of the parties hereto in connexion with any other companies or carriers in England, *viâ* Liverpool and *viâ* Holyhead, and also the earnings upon the carryings of the City of Dublin Company, or London and North-western Company, in connexion with the Grand Canal Company of Ireland, to be divided amongst the companies in manner following, it being understood that the Cork route has an interest in the traffic to and from Limerick only:

“The companies carrying the traffic to be credited with 40 per cent. of the earnings, as working expenses.

“50 per cent. of the remainder to belong to the railway and steam companies owning the routes *viâ* Waterford and *viâ* Cork, to be sub-divided between them in such proportions as they may agree upon.

“50 per cent. to the companies owning the routes *viâ* Dublin and Liverpool and *viâ* Dublin and Holyhead, to be sub-divided between them as follows; viz., 50 per cent to the railway companies up to Dublin; 25 per cent. to the City of Dublin Company, and 25 per cent. to the London and North-western Company, in respect of their mileage upon the before-mentioned 138 miles.

“Settlements in the Irish clearing house.

“Unconsigned traffic from Great Southern and Western Line, for Liverpool, to be given City of Dublin Company; other places common to City of Dublin Company and London and North-western Company to be divided; the City

of Dublin Company handing such traffic, and all other unconsigned traffic, to the London and North-western Company at Liverpool.

“The Cork and Waterford Steam Companies to hand to the London and North-western Company at Liverpool all traffic not specially consigned. In like manner, City of Dublin Company and London and North-western Company to give all unconsigned traffic to the Great Southern and Western Company.

“No allowance to be given to induce any party to send by a particular route.

“The through rates in no case to exceed the sum of the local rates.

“In the division no company to get more than their local rate for the time being for similar traffic.

“Waterford and Limerick Railway Company, Cork and Limerick Direct Railway Company, undertake that all traffic consigned through them by other routes than *viâ* Liverpool or Holyhead, between places in England and the places in Ireland to which this agreement refers, shall not be booked through, and shall be charged the local rates.

“The London and North-western Company, upon the demand of the Great Western Company, or of any of the parties to this agreement, will concur with the Great Western Company in making through rates to stations upon that railway.

“Arrangements to be in force for twelve months certain, and to continue after, until three months' notice by one of the parties.”

N.B.—These arrangements came into operation in September 1864.

It was thereupon proposed by James Delahunty, Esq., seconded by John A. Blake, Esq., M.P., and unanimously resolved:—

“That a committee be appointed to inquire into and report to a future meeting as to the best means that should be adopted to promote, protect, and develop the trade and commerce of Waterford, viz., the mover and seconder, the Mayor, Messrs. William Malcolmson, Edmond Power, J.P., John Mackesy, J.P., Samuel T. Grubb, J.P., Henry F. Slattery, T.C., Pierce Cox, Ald., Joseph Fisher, F. G. Bloomfield, J.P., John O'Brien, John Hudson, William Johnson, J.P., Patrick J. Dowley, T.C., Patrick A. Power T.C., Thomas F. Strange, T.C., Thomas B. Prosser, T.C., Abraham Denny, Ald., Daniel Carrigan, with power to add to their number.

“The following were subsequently added to the committee:—The Earl of Bessborough, Rev. J. T. Medleycott, Messrs. Joseph O'Dwyer, T.C., Richard O'Donnell, J.P., Andrew Ryan, Ald., and Charles Newport, J.P.”

At a meeting of the committee, held on Thursday, the 5th of January 1865, the Mayor in the chair, the following resolutions were unanimously agreed to:—

“That the directors of the Waterford and Limerick Railway Company be asked to furnish to this committee a copy of all existing through traffic arrangements made by them with the London and North-western and other railway and steamboat companies, and also copies of any through traffic arrangements made in and since the year 1857, with their dates.

“That a deputation, consisting of the Mayor, Messrs. John A. Blake, M.P., Edmond Power, John Mackesy, James Delahunty, Daniel Carrigan, F. G. Bloomfield, and S. T. Grubb, do wait upon the Board of Directors in reference to same, and inquire how far the company are at liberty to make through traffic arrangements with the Great Western Railway Company.”

A copy of the foregoing having been sent to the railway company, the following reply was received on Monday, the 30th of January:—

“Waterford and Limerick Railway, Secretary's Office at Limerick Terminus, January 28th, 1865.

“PORT AND TRADE OF WATERFORD.

“SIR,—With reference to the resolutions received from you herein, I now beg to advise that my directors will have pleasure in receiving the deputation named on Wednesday next (1st proximo), at our Waterford Terminus board-room, at noon, say, for the purpose of discussing with them the best practicable means of developing the trade and commerce of Waterford. As to furnishing copies of all our through traffic arrangements, made in and since 1857, my

board regret having to decline until they are in a position to know how far such divulging of affairs pertaining to management of a private property may be acceptable to the general body of shareholders.

"I am, sir, your obedient servant,

"T. AINSWORTH, Secretary.

"The Right Worshipful the Mayor of Waterford."

The deputation waited upon the board at the time appointed, and at the interview they were informed,

"That the board of directors did not deny the correctness of the heads of arrangements as read at the Town-hall meeting.

"That they were in operation and acted on since January 1864, although not regularly executed and signed for some months later.

"That the board did not consider these arrangements as injurious to the port and trade of Waterford, and it was stated in evidence thereof, that the traffic for the half-year ending the 31st December 1864, showed a carrying in goods of 49,000 tons, as against a similar traffic in 1863 of 45,000 tons; and further they would join in trying to develop and increase the traffic and commerce of Waterford."

The committee having again met on Friday, the 10th of February, the Mayor in the chair, and having taken the several matters into consideration are of opinion, from the information received, that the heads of through traffic arrangements, as read at the meeting of the 23rd December last, are true and correct, and have been in operation during the year 1864.

That this committee, with all respect for the opinions of the directors, considers these arrangements to be well calculated to divert the traffic of the districts to England, *via* Dublin, and vitally injure the trade and commerce of Waterford and the southern communications.

The committee submit that in 1859, when a measure also calculated to divert the traffic was proposed by the then Waterford and Limerick railway directors, it was strenuously and effectively resisted by Waterford and the south, and they recommend that resolutions similar to the following, which were then agreed to, should now be adopted:—

"At a public meeting of the citizens of Waterford, held in the Town Hall on Friday, the 9th day of December 1859, convened by the Mayor on requisition, for the purpose 'of considering the effect of a Bill respecting the sale of the Waterford and Limerick Railway to the Great Southern and Western Railway Company, about being introduced in the next session of Parliament,' the Right Worshipful John Mackesy, M.D., Mayor, presided, and the following resolutions were unanimously adopted:

"Moved by Joseph Fisher, Esq., and seconded by Dr. Wm. Carroll, T.C.:

"Resolved, That James Delahunty, Esq., do act as secretary to the meeting."

"Moved by William Malcolmson, Esq., and seconded by John A. Blake, Esq., M.P.:

"Resolved, That finding the Directors of the Waterford and Limerick Railway Company have, by the casting vote of their chairman, agreed to recommend the sale of that line to the Great Southern and Western Company, we hereby express our decided conviction that such a measure, by placing a monopoly in the hands of one powerful company, would prove injurious to the port and trade of Waterford, as well as to the interests of the south of Ireland generally, tending as it manifestly does, to the centralising of the trade to Dublin."

"Moved by Thomas W. Jacob, Esq., and seconded by Thomas Murphy, Esq. (mayor elect):

"Resolved, That any Bill introduced into Parliament for this object shall, for the reasons above stated, receive our strenuous opposition, and that a committee be now appointed to obtain the requisite funds for defraying the necessary expenditure; and that they solicit grants for this purpose from the corporation and other public bodies in the city, whose interests will be affected by the proposed measure, and that they report to an adjournment of this meeting; the committee to consist of the following gentlemen:

The Mayor.
The Mayor elect.
General Roberts.
W. Malcolmson.
James Delahunty.
John A. Blake, M.P.
Sir H. W. Barron, Bart.

J. D. Lapham.
T. W. Jacob.
Ald. Mackesy, J.P.
Ald. Ryan.
Ald. Davis, J.P.
Colonel Roberts.
Doctor Carroll, T.C.

Edward Roberts.

Henry White.

John Power, J.P.

J. S. Richardson.

Charles Ambrose.

P. Cox, T.C.

A. Denny.

H. Gallwey, T.C.

J. Fisher.

C. Redmond, T.C.

T. B. Prossor, J.P.

Capt. Johnson (City High Sheriff elect).

Edmond Power, J.P.'

"Moved by James Delahunty, Esq., and seconded by Col. Roberts:

"Resolved, That the Bank of Ireland be requested to act as treasurer to the funds to be subscribed."

"Moved by J. S. Richardson, Esq., and seconded by Henry White, Esq.:

"Resolved, That the members for the city of Waterford, Michael D. Hassard and John A. Blake, Esqrs., and the members for the county, the Hon. Walter C. Talbot and John Esmonde, Esq., and other members for the south of Ireland whom the committee may think proper to address, be requested to afford their assistance in giving strenuous opposition to the proposed measure."

"Moved by Abraham Denny, Esq., and seconded by Henry Davis, Esq., J.P.:

"Resolved, That the committee be requested to communicate, either by deputation or correspondence, with the other towns connected with the Waterford and Limerick Railway, and also with the Great Western Railway Companies of England and the South Wales Railway, asking them to co-operate in opposing a measure so injurious to our common interests."

"JOHN MACKESY, M.D., Mayor, Chairman.

"JAMES DELAHUNTY, Secretary."

They further recommend that a permanent standing committee should now be appointed to take immediate action for the preservation and development of the traffic of the southern routes, and invite, for that purpose, the co-operation and combination of all parties interested therein at both sides of the channel.

(Signed) JOHN LAWLER, Mayor, Chairman.

PRESERVATION AND DEVELOPMENT OF TRAFFIC BETWEEN GREAT BRITAIN AND IRELAND BY THE SOUTHERN COMMUNICATIONS.

At a Meeting of the Directors of the Waterford and Kilkenny Railway Company held on Tuesday, the 10th of January 1865,

JAMES DELAHUNTY, Esq., in the Chair,

It was moved by EDMOND SMITHWICK, Esq., Mayor of Kilkenny, seconded by MICHAEL CAHILL, Esq., and resolved:—

That the through traffic arrangements lately made by the London and North-western Railway Company with Southern Railway and Steam Boat Companies, are eminently calculated to divert and draw the traffic of the south of Ireland to and from England, *via* Dublin, and thence by Liverpool and Holyhead, and thereby damage and eventually destroy the direct communications between the south of Ireland and these ports.

That such diversion and withdrawal of traffic from the southern routes is effected by the facilities afforded in conveying traffic to all the principal manufacturing and business towns in England, *via* Dublin, there being at least an average sailing from that port of four steamers per day with goods traffic to Liverpool or Holyhead, and which facilities obtain and secure a preference for the Dublin line when goods are carried by all routes at equal rates.

That the preservation and development of the southern traffic communications between Great Britain and Ireland equally affect the interests of the trading communities at both sides of the Channel, particularly the south and south-east of Ireland, South Wales, and the west and south-west of England, and we therefore deem it necessary to call upon the municipalities, the railway and other companies interested, to adopt such timely measures as may be considered necessary to preserve the existing traffic, and also open up and develop other channels of trade and traffic that are now closed to the southern ports.

That a copy of these resolutions be forwarded to all parties interested, and their co-operation and assistance be respectfully and earnestly solicited.

That the Waterford and Limerick Railway Board be solicited to unite with us in promoting and effecting the foregoing objects.

JAMES DELAHUNTY, Chairman.
WILLIAM WILLIAMS, Secretary.

APPENDIX AM.

IRISH RAILWAY REFORM MOVEMENT.

STATEMENT as submitted by the Rt. Hon. the LORD MAYOR of DUBLIN to the ROYAL COMMISSIONERS on RAILWAYS, showing CAUSE of COMPLAINTS on IRISH LINES.

(Referred to by Mr. Barrington in his Answer to Question 7123.)

No.	Name of Complainant.	Calling.	Address.	Railway referred to.	Nature of Complaint.
1	U. McDonnell - -	Merchant -	Galway -	Midland Great Western of Ireland.	Too high rates for beverages.
2	John Tate & Co. - -	Distillers -	Belturbet -	Irish North-western.	Excessive rates for corn on short distances.
3	James Forbes - -	Rope Maker -	Galway -	Midland Great Western.	Railway rates cannot be paid so high.
4	G. Rutledge - -	Merchant -	Do. -	Do. -	Ditto.
5	J. Harrison - -	Do. - -	Do. -	Do. -	Ditto (special).
6	H. J. Banon - -	Do. - -	Do. -	Do. -	General complaint of the whole system.
7	F. McNamara - -	Do. - -	Do. -	Do. -	Excessive rates on sugar, &c.
8	George Ledlie - -	Do. - -	Do. -	Do. -	General statement against rates for goods and passengers (special).
9	Town Commissioners - -	- -	Longford -	Do. -	Resolution against railway system.
10	Town Commissioners and Inhabitants.	- -	Bagenalstown Co., Carlow.	Great Southern and Western, Ireland.	Ditto as above (very special statements).
11	John Wilson - -	Town Clerk -	Longford -	Midland Great Western.	Comparative rates on railway and canal, showing excess on railway.
12	Henry Darcus - -	Mayor of Londonderry.	Londonderry -	Irish North-western and lines to Dublin.	General statement against present system. (Important, see paragraph No. 4.)
13	Wicklow Copper Mining Company.	Mining Company	45, Dame Street, Dublin.	Dublin, Wicklow, and Wexford.	High and unfair rates for ores.
14	H. M. Darcy Irwine -	Landed Proprietor.	Enniskillen -	Irish North-western and to Dublin lines.	Exorbitant rates for timber, coals, &c. (Special.)
15	Francis Mulligan - -	Provision Merchant.	Dublin -	Irish Railways -	General statement. (Very special.)
16	H. Kinahan - -	Timber Merchant	Do. - -	Do. - -	Exorbitant rates.
17	Capt. Maxwell Harte -	- -	United Service Club.	Do. - -	Malarrangements for passengers.
18	George H. Pentland -	Landowner -	Drogheda -	Dublin and Drogheda.	Overcharges on all classes of produce.

APPENDIX AN.

COMPARATIVE CHARGES for THROUGH GOODS TRAFFIC between ENGLAND and IRELAND.
(Referred to by Mr. Barrington in his answer to Question 7147.)

From	Special.	1st Class.	2nd Class.	3rd Class.	4th Class.	To
	s. d.	s. d.	s. d.	s. d.	s. d.	
Liverpool	20 0	22 6.	25 0	37 0.	47 6	Carlow.
	22 3	25 9	28 3	42 0	52 0	Kilkenny.
	20 3	22 6	25 0	32 6	47 6	Tullamore.
	22 0	25 0	27 6	41 3	51 3	Templemore and Roscrea.
						Maryboro', $2\frac{1}{2}$ per cent. less than Roscrea.
	21 6	26 6	29 0	43 6	53 6	Birr and Nenagh.
	22 9	26 0	28 6	42 9	52 9	Thurles.
	24 6	27 6	30 0	46 6	56 6	Limerick, Tipperary, Kilmallock, and Charleville.
	27 6	32 6	35 0	52 6	62 6	Cork, Mallow, Fermoy.
						Killarney and Tralee, $2\frac{1}{2}$ per cent. more than Cork.
Chester	20 3	25 0	30 0	45 0	55 0	Tullamore.
	22 0	27 6	32 6	48 9	58 9	Templemore and Roscrea.
						Maryboro', + $2\frac{1}{2}$ per cent.
	22 6	29 0	34 0	52 0	61 0	Birr and Nenagh.
	22 6	28 6	33 6	50 3	60 3	Thurles.
	24 3	30 0	35 0	54 0	64 0	Limerick, Tipperary, Kilmallock, and Charleville.
Manchester, Bolton, Wigan, and Stockport.	27 6	35 0	40 0	60 0	70 0	Cork, Mallow, Fermoy.
						Killarney and Tralee, $2\frac{1}{2}$ per cent. more than Cork.
	24 6	30 0	35 0	50 0	70 0	Carlow.
	26 9	33 3	38 3	54 6	74 6	Kilkenny.
	24 9	30 0	35 0	50 0	70 0	Tullamore.
	26 6	32 6	37 6	53 9	73 9	Templemore and Roscrea.
						Maryboro', + $2\frac{1}{2}$ per cent.
	27 0	34 0	39 0	56 0	76 0	Birr and Nenagh.
	27 3	33 6	38 6	55 3	75 3	Thurles.
	29 0	35 0	40 0	59 0	79 0	Limerick, Tipperary, Kilmallock, and Charleville.
Leeds, Huddersfield, Halifax, and Bradford.	32 0	40 0	45 0	65 0	85 0	Cork, Mallow, Fermoy.
						Killarney and Tralee, $2\frac{1}{2}$ per cent. more than Cork.
	32 6	40 0	42 6	57 6	80 0	Carlow.
	43 3	45 9	62 0	84 6	95 0	Kilkenny.
	33 0	40 0	42 6	57 6	80 0	Tullamore.
	34 6	42 6	45 0	61 3	83 9	Templemore and Roscrea.
						Maryboro', + $2\frac{1}{2}$ per cent.
	35 3	44 0	46 6	63 6	86 0	Birr and Nenagh.
	35 6	43 6	46 0	62 9	85 0	Thurles.
	37 3	45 0	47 6	66 6	89 0	Limerick, Tipperary, Kilmallock, and Charleville.
Birmingham, Wolverhampton, Dudley, Newport, and Wellington.	40 4	50 0	52 6	72 6	95 0	Cork, Mallow, Fermoy.
						Killarney and Tralee, $2\frac{1}{2}$ per cent. more than Cork.
	27 6	35 0	40 0	57 6	80 0	Carlow.
	30 0	38 3	43 3	62 0	84 6	Kilkenny.
	28 0	35 0	40 0	57 6	80 0	Tullamore.
	29 6	37 6	42 6	61 3	83 9	Templemore and Roscrea.
						Maryboro', + $2\frac{1}{2}$ per cent.
	30 0	39 0	44 0	63 6	86 0	Birr and Nenagh.
	30 6	38 6	43 6	62 9	85 3	Thurles.
	32 3	40 0	45 0	65 6	89 0	Limerick, Tipperary, Kilmallock, and Charleville.
London	35 4	45 0	50 0	72 6	95 0	Cork, Mallow, Fermoy.
						Killarney and Tralee, $2\frac{1}{2}$ per cent. more than Cork.
	37 6	45 0	50 0	75 0	95 0	Carlow.
	40 0	48 3	53 3	79 6	99 6	Kilkenny.
	38 0	45 0	50 0	75 0	95 0	Tullamore.
	39 6	47 6	52 6	78 9	98 9	Templemore and Roscrea.
						Maryboro', + $2\frac{1}{2}$ per cent.
	40 0	49 0	54 0	81 0	101 0	Birr and Nenagh.
	40 6	45 6	53 6	80 3	100 3	Thurles.
	42 3	55 0	55 0	84 0	104 0	Limerick, Tipperary, Kilmallock, and Charleville.
	45 0	55 0	60 0	90 0	110 0	Cork, Mallow, Fermoy.
						Killarney and Tralee, $2\frac{1}{2}$ per cent. more than Cork.

CLASSIFICATION.

Special Rate.	1st Class.	2nd Class.	3rd Class.
Guano and Manures.	Corn. Vetches. Agricultural Seeds at owner's risk.	Agricultural Seeds at company's risk.	Farming Implements.

APPENDIX AO.

STATEMENT from the PUBLIC WORKS LOAN BOARD of LOANS ADVANCED by GOVERNMENT to IRISH RAILWAYS, made up to 26th May 1865.

RAILWAY COMPANY.	Amount. £	Date of Advance.	Rate of Interest.	Not repayable by Sinking Fund, but as under mentioned.	Balance of Principal outstanding.	Arrears.		Steps taken to enforce Payment of Arrears, and Results.	—
						Principal.	Interest.		
					£ s. d.	£ s. d.	£ s. d.		
DUBLIN AND DROGHEDA :—									
1st Loan :—									
1st advance	30,000	22 Dec. 1842	5 per cent., reduced ^a to 4 per cent.	By annual { 2,380 ^l . 11s. 0 ^l . } in payment of in-	{ - - - }	- - -	- - -	- - -	{ By Treasury Warrant
2nd do.	15,000	31 July 1843	do. ^a	payments of { 1,418 ^l . 16s. 10 ^l . } terest and reduc-	{ - - - }	- - -	- - -	- - -	{ of 18th June 1852.
3rd do.	15,000	31 Oct. 1843	do. ^a	tion of principal	{ - - - }	- - -	- - -	- - -	- - -
4th do.	15,000	28 Sept. 1843	do. ^a	Repayable by { 1,418 ^l . 16s. 10 ^l . } annu-	{ - - - }	- - -	- - -	- - -	- - -
5th do.	15,000	7 Dec. 1843	5 per cent.	al instalments, but	{ - - - }	- - -	- - -	- - -	- - -
6th do.	15,000	14 Mar. 1844	do.	wholly repaid second year from date of ad-	{ - - - }	- - -	- - -	- - -	- - -
7th do.	15,000	6 June 1844	do.	vance, with interest.	{ - - - }	- - -	- - -	- - -	- - -
2nd Loan :—									
1st advance	20,000	23 Sept. 1847	5 per cent., reduced ^b to 4 per cent.	By annual { 1,640 ^l . 11s. 9 ^l . } in payment of in-	{ 4,585 5 0 }	- - -	- - -	- - -	{ By Treasury Warrant
2nd do.	16,000	16 Mar. 1848	do. ^b	payments of { 1,318 ^l . 13s. 5 ^l . } terest and reduc-	{ 3,698 3 10 }	- - -	- - -	- - -	{ of 18th June 1852.
IRISH NORTH-WESTERN :—									
1st advance	20,000	25 Nov. 1853	4 per cent. ^c	By annual { 866 ^l . 5s. 0 ^l . } in payment of in-	{ 11,381 7 2 }	- - -	- - -	- - -	{ By Treasury Letter
2nd do.	20,000	5 Aug. 1854	do. ^c	payments of { 1,662 ^l . 15s. 0 ^l . } terest and reduc-	{ 12,523 8 9 }	- - -	- - -	- - -	{ of 16th July 1855.
3rd do.	20,000	6 Oct. 1855	do. ^c	tion of principal	{ 13,658 16 5 }	- - -	- - -	- - -	- - -
4th do.	20,000	23 May 1857	do. ^c	By annual { 1,662 ^l . 15s. 0 ^l . } in payment of in-	{ 15,353 10 4 }	- - -	- - -	- - -	- - -
5th do.	20,000	31 July 1858	do. ^c	payments of { 1,397 ^l . 0s. 0 ^l . } terest and reduc-	{ 17,008 1 3 }	- - -	- - -	- - -	- - -
WATERFORD AND KILKENNY :—									
1st Loan :—									
1st advance	93,000	20 Sept. 1847	5 per cent., reduced ^d to 4 per cent.	By annual { 1,853 ^l . 5s. 0 ^l . } in payment of in-	{ 5,280 8 2 }	- - -	- - -	- - -	{ By Treasury Warrant
2nd do.	100,000	24 Nov. 1847	do. ^d	payments of { 2,416 ^l . 2s. 6 ^l . } terest and reduc-	{ 7,053 9 1 }	- - -	- - -	- - -	{ of 18th June 1852.
3rd do.	20,000	24 Nov. 1847	do. ^d	tion of principal	{ 6,074 11 4 }	- - -	- - -	- - -	- - -
4th do.	10,000	22 Nov. 1849	do. ^d	By annual { 822 ^l . 0s. 0 ^l . } in payment of in-	{ 3,488 7 4 }	- - -	- - -	- - -	- - -
2nd Loan :—									
1st advance	10,000	28 April 1852	do. ^e	By annual { 807 ^l . 5s. 0 ^l . } in payment of in-	{ 5,513 9 7 }	- - -	- - -	- - -	{ By Treasury Warrant
2nd do.	10,000	15 Nov. 1852	do. ^e	payments of { 807 ^l . 5s. 0 ^l . } terest and reduc-	{ 5,481 8 4 }	- - -	- - -	- - -	{ of 18th June 1852.
3rd do.	10,000	14 Feb. 1853	do. ^e	tion of principal	{ 6,188 0 8 }	- - -	- - -	- - -	{ By Treasury Warrant
4th do.	10,000	13 Aug. 1853	do. ^e	By annual { 822 ^l . 0s. 0 ^l . } in payment of in-	{ 6,159 16 6 }	- - -	- - -	- - -	{ of 18th October 1853.
GREAT SOUTHERN AND WESTERN :—									
1st advance	125,000	16 Sept. 1847	do. ^g	By annual { 7,350 ^l . 0s. 0 ^l . } commencing fourth	{ - - - }	- - -	- - -	- - -	- - -
2nd do.	125,000	25 Nov. 1847	do. ^g	instalments of { 7,350 ^l . 0s. 0 ^l . } year from date	{ - - - }	- - -	- - -	- - -	- - -
3rd do.	125,000	20 April 1848	do. ^g	or { 1,175 ^l . 0s. 0 ^l . } of advance	{ - - - }	- - -	- - -	- - -	- - -
4th do.	100,000	5 Oct. 1848	do. ^g	Wholly repaid in 1853, with interest.	{ - - - }	- - -	- - -	- - -	- - -
5th do.	20,000	29 Jan. 1849	do. ^g	Interest only for the first ten years, and thence-	{ 90,988 16 11 }	- - -	- - -	- - -	- - -
MIDLAND GREAT WESTERN :—									
1st advance	100,000	3 Nov. 1849	3½ per cent. half-yearly	forth by half-yearly payments of 12,500 ^l until	{ 92,757 13 6 }	- - -	- - -	- - -	- - -
2nd do.	100,000	30 Sept. 1850	do.	the loan and all interest be fully paid.—(Vide	{ 93,619 6 9 }	- - -	- - -	- - -	- - -
3rd do.	100,000	7 Mar. 1851	do.	Act 12 & 13 Vict. cap. 62.)	{ 94,466 3 8 }	- - -	- - -	- - -	- - -
4th do.	100,000	17 Nov. 1851	do.		{ 47,233 1 9 }	- - -	- - -	- - -	- - -
5th do.	50,000	10 May 1852	do.		{ 47,649 4 6 }	- - -	- - -	- - -	- - -
CORK, BLACKROCK, AND PASSAGE :—									
1st advance	5,000	10 June 1850	5 per cent., reduced ^h to 4 per cent.	By { 277 ^l . and one of 291 ^l . } commence third	{ 1,395 0 0 }	- - -	- - -	- - -	{ By Treasury Warrant
2nd do.	5,000	7 Aug. 1850	do. ^h	annual { 277 ^l . and one of 291 ^l . } year from date	{ 1,662 0 0 }	- - -	- - -	- - -	{ of 18th June 1852.
3rd do.	3,000	4 Mar. 1851	do. ^h	instal- { 186 ^l . and one of 178 ^l . } of advance	{ 995 0 0 }	- - -	- - -	- - -	- - -
4th do.	2,000	12 May 1851	do. ^h	ments of { 111 ^l . and one of 113 ^l . }	{ 666 0 0 }	- - -	- - -	- - -	- - -

Statement from the Public Works Loan Board of Loans advanced by Government to Irish Railways, made up to 26th May 1865—continued.

RAILWAY COMPANY.	Amount.	Date of Advance.	Rate of Interest.	Not repayable by Sinking Fund, but as under mentioned.	Balance or Principal outstanding.	Arrears.		Steps taken to enforce Payment of Arrears, and Results.	—
						Principal.	Interest.		
	£				£ s. d.	£ s. d.	£ s. d.		
CORK AND RANDON :—									
1st advance	10,000	17 Oct. 1850	5 per cent., reduced to 4 per cent.	By annual instalments { 500l. 0s. 0d. commencing third	{ 3,000 0 0	-	-	-	-
2nd do.	10,000	21 Dec. 1850	do. ^a	instalments { 588l. 4s. 9d. year from date of	{ 3,500 0 0	500 0 0	145 14 9	-	^a By Treasury Warrant of 15th June 1852.
3rd do.	10,000	23 May 1851	do. ^a	of { 294l. 2s. 4d. each advance	{ 4,117 13 4	588 4 8	174 10 0	-	-
4th do.	5,000	2 Dec. 1851	do. ^a	-	{ 2,058 16 8	-	-	-	-
IRISH SOUTH-EASTERN :—									
1st advance	9,000	26 Nov. 1850	do. ^b	By annual instalments { 500l. 0s. 0d. commencing third	{ 3,000 0 0	-	-	-	-
2nd do.	9,000	3 Feb. 1851	do. ^b	instalments { 500l. 0s. 0d. year from date of	{ 3,000 0 0	-	-	-	-
3rd do.	9,000	7 July 1851	do. ^b	of { 450l. 0s. 0d. each advance	{ 3,500 0 0	-	-	-	-
4th do.	8,000	8 Mar. 1852	do. ^b	-	{ 3,050 0 0	-	-	-	-
DUBLIN AND BELFAST JUNCTION :—									
1st advance	25,000	13 Jan. 1851	do. ^c	By annual instalments of 1,470l. in each case.	-	-	-	-	-
2nd do.	25,000	1 Dec. 1851	do. ^c	of advance.	-	-	-	-	-
3rd do.	25,000	8 Mar. 1852	do. ^c	-	-	-	-	-	-
LONDONDERRY AND COLERAINE :—									
1st advance	14,000	2 Aug. 1852	do. ^d	By annual instalments { 1,400l. commencing 4th year from	{ -	-	-	-	-
2nd do.	14,000	9 Dec. 1852	do. ^d	of { 1,400l. date of each advance	{ -	-	-	-	-
3rd do.	14,000	13 June 1853	do. ^d	of { 2,800l. (wholly repaid)	{ -	-	-	-	-
4th do.	25,000	13 Aug. 1853	do. ^d	-	-	-	-	-	-
WATERFORD AND LIMERICK :—									
1st advance	20,000	12 May 1851	do. ^e	By annual instalments { 1,176l. commencing 4th year from	{ 8,240 0 0	1,176 0 0	343 2 7	-	-
2nd do.	20,000	1 Dec. 1851	do. ^e	of { 1,176l. date of each advance	{ 8,240 0 0	-	-	-	-
3rd do.	20,000	10 May 1852	do. ^e	instalments { 1,176l. commencing 4th year from	{ 9,416 0 0	1,176 0 0	390 5 11	-	-
4th do.	20,000	6 Sept. 1852	do. ^e	of { 1,176l. the date of each advance	{ 9,416 0 0	-	-	-	-
5th do.	20,000	24 Jan. 1853	do. ^e	of { 1,176l. (wholly repaid)	{ 10,592 0 0	1,176 0 0	428 6 4	-	-
6th do.	20,000	13 Aug. 1853	do. ^e	-	{ 10,592 0 0	-	-	-	-
KILLARNEY JUNCTION :—									
1st advance	25,000	8 Mar. 1852	do. ^f	By annual instalments { 1,470l. commencing 4th year from	{ 10,200 0 0	-	-	-	-
2nd do.	25,000	3 Jan. 1853	do. ^f	of { 1,470l. the date of each advance	{ 11,760 0 0	-	-	-	-
3rd do.	25,000	11 June 1853	do. ^f	-	{ 13,230 0 0	-	-	-	-
4th do.	25,000	13 Aug. 1853	do. ^f	-	-	-	-	-	-
LONDONDERRY AND ENFISKILL :—									
1st advance	10,000	29 Mar. 1852	do. ^g	By annual instalments { 588l. 4s. 9d. commencing 3rd	{ 4,117 12 6	-	-	-	-
2nd do.	10,000	23 June 1852	do. ^g	of { 588l. 4s. 9d. year from date of	{ 4,705 17 3	588 4 9	192 9 6	-	-
3rd do.	10,000	9 Dec. 1852	do. ^g	of { 1,176l. 8s. 6d. each advance	{ 5,411 14 6	-	-	-	-
4th do.	20,000	24 Jan. 1853	do. ^g	-	-	-	-	-	-
DUBLIN AND WICKLOW :—									
1st advance	25,000	23 Dec. 1854	do. ^h	By annual instalments { 1,390l. commencing 2nd year from	{ 12,490 0 0	-	-	-	-
2nd do.	25,000	12 May 1855	do. ^h	of { 1,390l. date of advance	{ 12,490 0 0	-	-	-	-
3rd do.	25,000	4 Aug. 1855	do. ^h	-	{ 13,880 0 0	-	-	-	-
4th do.	25,000	19 Apr. 1856	do. ^h	-	{ 13,880 0 0	-	-	-	-
LIMERICK AND FOYLES :—									
1st advance	20,000	9 May 1857	do. ⁱ	By annual instalments { 1,000l. commencing 1st year from	{ 13,000 0 0	1,000 0 0	533 18 4	-	-
2nd do.	10,000	15 Aug. 1857	do. ⁱ	of { 500l. -	{ 7,000 0 0	500 0 0	237 0 8	-	-
3rd do.	10,000	27 Mar. 1858	do. ⁱ	-	{ 7,000 0 0	500 0 0	237 0 2	-	-

Possession taken on 10th April 1858, and on the same day a lease of the undertaking was granted for 7 years to Mr. W. McCormick. The whole loan, with all interest, has since been repaid, and possession, subject to the usual conditions, has been resumed by the company.

Statement from the Public Works Loan Board of Loans advanced by Government to Irish Railways, made up to 26th May 1865—continued.

RAILWAY COMPANY.	Amount.	Date of Advance.	Rate of Interest.	Not repayable by Sinking Fund, but as under mentioned.	Balance of Principal outstanding.	Arrears.		Steps taken to enforce Payment of Arrears, and Results.	—
						Principal.	Interest.		
	£				£ s. d.	£ s. d.	£ s. d.		
PORTADOWN, DURGANNON, AND OMAGH JUNCTION :—									
1st advance	10,000	25 July 1857	5 per cent., reduced to 4 per cent.	By annual { 588. } commencing 4th year from	{ 7,648 0 0	-	-	-	{ By Treasury Warrant of 7th April 1859.
2nd do.	10,000	14 Nov. 1857	do. a	instalments { 588. } date of advance -	{ 7,648 0 0	-	-	-	
3rd do.	5,000	22 Aug. 1859	Do.	of { 293. } -	{ 4,412 0 0	-	-	-	
LIMERICK AND ENNIS :—									
1st advance	10,000	26 Dec. 1857	Do. b	By annual { 557. } commencing 3rd year from	{ 7,780 0 0	555 0 0	311 4 0	-	{ By Treasury Warrant of 16th Nov. 1859.
2nd do.	10,000	27 Mar. 1858	Do. b	instalments { 557. } date of each advance -	{ 7,780 0 0	555 0 0	311 4 0	-	
3rd do.	10,000	21 June 1858	Do. b	of { 557. } -	{ 8,335 0 0	555 0 0	333 8 0	-	
TRALEE AND KILLARNEY :—									
1st advance	20,000	18 Dec. 1858	Do. c	By annual { 1,117. 2s. } commencing 3rd year	{ 15,555 12 0	-	-	-	{ By Treasury Warrant of 16th Nov. 1859.
2nd do.	15,000	23 May 1859	Do. c	instalments { 837. 7s. } from date of each ad-	{ 11,693 12 0	-	-	-	
3rd do.	15,000	20 Aug. 1859	Do. c	of { 837. 7s. } vance -	{ 12,493 19 0	-	-	-	
GREAT NORTHERN AND WESTERN (OF IRELAND) :—									
1st Loan :—									
1st advance	30,000	29 June 1861	Do. d	By annual { 1,667. } commencing 3rd year from	{ 30,000 0 0	1,668 0 0	-	-	{ By Treasury Warrant of 28th Jan. 1864.
2nd do.	20,000	12 Aug. 1861	Do. d	instalments { 1,117. } the date of each advance -	{ 20,000 0 0	1,111 0 0	-	-	
3rd do.	20,000	4 Feb. 1862	Do. d	of { 1,117. } -	{ 20,000 0 0	1,111 0 0	800 0 0	-	
4th do.	10,000	15 Sept. 1862	Do. d	of { 1,837. } -	{ 10,000 0 0	-	-	-	
2nd Loan	33,000	31 Aug. 1863	Do. d	-	{ 33,000 0 0	-	-	-	
DUBLIN, WIGLOW, AND WEXFORD :—									
1st advance	40,000	16 Aug. 1862	5 per cent.	By annual { 2,222. } commencing 3rd year from	{ 40,000 0 0	-	-	-	
2nd do.	30,000	2 May 1863	Do.	instalments { 1,667. } date of each advance -	{ 30,000 0 0	-	-	-	
3rd do.	29,300	26 Sept. 1863	Do.	of { 1,628. } -	{ 29,300 0 0	-	-	-	
FINN VALLEY :—									
1st advance	10,000	18 Oct. 1862	Do.	By annual { 557. } commencing 3rd year from	{ 10,000 0 0	-	500 0 0	-	
2nd do.	10,000	31 Jan. 1863	Do.	instalments { 557. } date of each advance -	{ 10,000 0 0	-	500 0 0	-	
LONDONDERY AND LOUGH SWILLY :—									
1st advance	6,500	17 Jan. 1863	Do.	By annual { 500. } commencing 3rd year from	{ 6,500 0 0	-	325 0 0	-	
2nd do.	6,500	21 Nov. 1863	Do.	instalments { 500. } date of each advance -	{ 6,500 0 0	-	237 8 0	-	
	2,364,300	-	-	-	1,155,552 9 4	13,320 0 7	6,811 10 8	-	

Average Interest (taking the lowest rate in the cases where the interest is reduced), 3·97 per cent.

No proceedings have been necessary to enforce payments except in the case of the Londonderry and Coleraine Railway, as above stated. When borrowers are in arrear, urgent letters demanding payment are sent by the Board's Secretary, and if not attended to, then by the Solicitors, which have resulted in the arrears being arranged.

Public Works Loan Board, 12th June 1865.

W. W. WILLINK, Secretary.

APPENDIX AP.

LETTER FROM IRISH NORTH-WESTERN RAILWAY COMPANY.

Irish North-western Railway Company, Offices,
43, Lower Gardiner Street, Dublin,

June 15, 1865.

SIR,

I HAVE the honour to submit, for the consideration of the Royal Commission on Railways, the following resolutions which were unanimously agreed to by the Board of this Company to-day.

- 1st. Resolved, that if the Government should feel disposed, when the Commissioners appointed to inquire into Irish railways shall have made their report, to advance at a low rate of interest a sum sufficient to discharge the bonds and debentures of this company, this Board will be prepared to reduce the passenger fares as may be hereafter agreed upon.

- 2nd. Resolved, that the Board of this Company would feel disposed to, at once, make a reduction in their present rates, if any inducement were now held out by the Treasury in relation to the existing Government loan, pending the Report of the Railway Commissioners.

- 3rd. Resolved, that copies of the foregoing resolutions be forwarded to the Royal Commission on Railways, and to the Right Hon. the Chancellor of the Exchequer.

I have, &c.

To the Secretary, Royal Commission on Railways, Irish Inquiry, House of Lords,
London, S.W.

W. EYKELBOSCH,
Secretary.

APPENDIX A Q.

STATISTICS affecting the VALUE of certain RAILWAYS in IRELAND.

	No. of Ordinary Shares issued. (a)	Original Value of each Share. (d)	Total Original Value of Shares.	Amount received on Shares to 31 Dec. 1864. (b)	Dividend per Share for the Year 1864.		Total Amount of Dividend paid for Year 1864.	Value of Share Capital at 25 Years' Purchase.	Present Price as quoted in Share List of 22 June 1865. (a)	Total present Value of Share Capital as estimated by the preceding Quotation.
					Rate per Cent. per Annum. (a)	Amount. (a)				
Athlery and Thom	6,195	£ 10	£ 61,950	£ 61,673	3	6s.	£ 1,858 10 0	£ 46,462	—	£ —
Banbridge Junction	1,133	20	22,660	21,981	2	8s.	453 4 0	11,330	—	—
Belfast and County Down	4,884	50	244,200	237,811	Nil.	Nil.	—	—	11½	56,166
Belfast and Northern Counties	11,158	50	557,900	556,703	3½	35s.	19,526 10 0	483,162	41½	460,267
Cork and Bandon	4,800	50	240,000	173,241	Nil.	Nil.	—	—	14	67,200
Cork and Limerick	7,235	10	72,350	71,435	2	4s.	1,447 0 0	36,175	—	—
Cork, Blackrock, and Passage	5,935	20	118,700	118,700	2	8s.	2,374 0 0	59,330	8	47,480
Dublin and Belfast Junction	17,470	50	873,500	873,500	3½	32s. 6d.	28,388 15 0	709,719	31½	550,305
Dublin and Drogheda	Stock.	—	625,173	625,173	4	80s. per cent.	25,006 18 5	625,173	71½	416,999
Dublin and Kingstown	Stock.	—	350,000	350,000	9	180s. per cent.	31,500 0 0	787,500	199	696,500
Dublin, Wicklow, and Wexford	58,000	10	580,000	580,000	5	10s.	29,000 0 0	725,000	8½	471,250
Great Northern and Western	39,078	10	390,780	332,048	2¾	5s. 6d.	10,746 9 0	265,661	—	—
Great Southern and Western	Stock.	—	3,791,980	3,791,980	4½	90s. per cent.	170,639 2 0	4,265,977	87	3,299,023
Midland Great Western	{ 27,845 30,597	{ 50 25	{ 2,157,175 1,000,000	{ 2,156,931 1,000,000	3	60s. per cent.	64,715 5 0	1,617,881	27½	1,197,232
Ulster	{ 12,000 6,000 20,000	{ 50 25 12½	{ 600,000 150,000 250,000	{ 4,000,000 501,512	4½	{ 45s. per £50 Shares.	45,000 0 0	4,425,000	—	—
Waterford and Limerick	10,035½	50	501,762	501,512	0¾	7s. 6d.	3,763 4 4	94,080	15	450,529
Total	—	—	—	11,451,388	—	—	—	10,860,470	—	7,442,951

(a) The amounts in these columns have been partly taken from the "Dublin Weekly Stock and Share List," June 16 to June 22, 1865, and partly derived from information supplied by the companies.
 (b) The amounts in this column are taken from the Board of Trade Report for 1864.

APPENDIX AR.

IRISH RAILWAYS.

STATEMENT of LOANS and INTEREST thereon.

	Government Loans outstanding May 1865.*			Debenture Loans outstanding December 1863 (including Government Loans).†			Debenture Stock.†		
	Amount.	Rate of Interest.	One Year's Interest.	Amount.	Rate of Interest.	One Year's Interest.	Amount.	Rate of Interest.	One Year's Interest.
	£	£	£	£	£	£	£	£	£
Athenry and Ennis Junction -									
Athenry and Tuam -				30,000	5	1,500			
Bagenalstown and Wexford -				80,490	5	4,024			
Banbridge Extension -									
Banbridge Junction (Railway on lease to the Dublin and Belfast Junction).				14,000	4½	630			
				3,050	5	152			
Banbridge, Lisburn, and Belfast (Railway on lease to the Ulster).				3,400	4½	144			
				8,970	4½	404			
				1,000	4½	48			
				35,630	5	1,781			
Belfast and County Down -				1,241	4	49			
				250	4½	11			
				111,005	4½	4,995			
				54,170	5	2,709			
Belfast and Northern Counties -				19,085	4	764	110	4	4
				142,291	4½	6,047			
				95,915	4½	4,316			
				32,700	5	1,635			
Belfast, Holywood, and Bangor -				26,085	5	1,304			
Carrickfergus and Larne -				1,600	4½	76			
				27,600	5	1,380			
Cork and Bandon -	12,677	4	507	15,058	4	602	8,310	4	332
				2,200	4½	99			
				46,732	5	2,337			
				700	5½	39			
				7,000	6	420			
Cork and Kinsale Junction -				15,000	5½	844			
Cork and Limerick direct -				2,088	3	63			
				33,000	5	1,650			
				7,587	5	379			
Cork and Macroom Direct -									
Cork and Youghal -				131,000	5	6,550			
Cork, Blackrock, and Passage -	4,709	4	188	6,094	4	244			
				200	4½	9			
				34,100	5	1,705			
Downpatrick and Newry -									
Dublin and Antrim Junction -									
Dublin and Belfast Junction -				6,900	4	276			
				124,500	4½	5,603			
Dublin and Drogheda -	8,253	4	330	27,500	3	825	43,672	4	1,747
				15,819	4	633			
				107,650	4½	4,575			
				93,274	4½	4,197			
				10,000	5	500			
Dublin and Kingstown -				70,000	4	2,800			

* Taken from Appendix AO.

† Taken from Board of Trade Returns, Appendix AA.

Statement of Loans and Interest thereon—*continued.*

	Government Loans outstanding May 1865.			Debenture Loans outstanding December 1863 (including Government Loans).			Debenture Stock.		
	Amount.	Rate of Interest.	One Year's Interest.	Amount.	Rate of Interest.	One Year's Interest.	Amount.	Rate of Interest.	One Year's Interest.
	£	£	£	£	£	£	£	£	£
Dublin and Meath - -				90,000	5	4,500			
Dublin, Wicklow, and Wexford	52,740	4	2,110	61,080	4	2,443			
	99,300	5	4,965	5,900	4 $\frac{1}{2}$	251			
				113,136	4 $\frac{1}{2}$	5,091			
				1,500	4 $\frac{1}{2}$	71			
				151,000	5	7,550			
Enniskillen, Bundoran, and Sligo									
Finn Valley - - -	20,000	5	1,000	20,000	5	1,000			
Great Northern and Western of Ireland.	113,000	4	4,520	113,000	4	4,520			
Great Southern and Western -				194,443	4	7,778			
Irish South-eastern -	12,550	4	502	153,850	4 $\frac{1}{2}$	6,539			
Killarney Junction -	47,040	4	1,882	10,000	4 $\frac{3}{8}$	437			
Tralee and Killarney -	39,722	4	1,589	162,500	4 $\frac{1}{2}$	7,313			
				3,300	4 $\frac{1}{2}$	157			
				16,800	5	840			
Irish North-western - -	70,567	4	2,823	72,952	4	2,918			
				56,672	4 $\frac{1}{2}$	2,550			
				74,427	5	3,721			
				27,200	5 $\frac{1}{2}$	1,496			
				1,000	6	60			
Kilkenny Junction - -				31,960	5	1,598			
Kilrush and Kilkee and Poul- sherry Reclamation.									
Letterkenny - - -									
Limerick and Castleconnell -				6,500	5	325			
				1,500	5 $\frac{1}{2}$	83			
				12,333	5 $\frac{1}{2}$	678			
Limerick and Ennis - -	23,895	4	956	24,450	4	978			
				50,550	5	2,527			
Limerick and Foynes - - -	27,000	4	1,080	28,500	4	1,140			
				5,500	5	275			
				9,300	6	558			
Londonderry and Coleraine -				32,375	2 $\frac{1}{2}$	809			
				68,416	3	2,052			
				95,763	4	3,831			
				60,000	5	3,000			
Londonderry and Enniskillen (Railway on lease to the Irish North Western.)	22,941	4	918	27,997	4	1,120	2,100	4 $\frac{1}{4}$	89
				4,700	4 $\frac{1}{2}$	211	27,400	4 $\frac{1}{2}$	1,233
				400	4 $\frac{1}{4}$	19	5,610	5 $\frac{3}{4}$	323
				79,350	5	3,968			
Londonderry and Lough Swilly -	13,000	5	650	13,000	5	650			
Midland Counties and Shannon Junction.									
Midland Great Western of Ireland	466,714	3 $\frac{1}{2}$	16,335	478,465	3 $\frac{1}{2}$	16,746			
				135,860	4 $\frac{1}{2}$	5,774			
				102,725	4	4,109			
				56,150	4 $\frac{1}{2}$	2,386			
				21,000	4 $\frac{1}{2}$	919			
				432,799	4 $\frac{1}{2}$	19,476			
				7,000	4 $\frac{1}{2}$	332			
				29,280	5	1,464			
Newcastle and County Down -									
Newry and Armagh - -				77,000	5	3,850			
Newry and Greenore - -									
Newry, Warrenpoint, and Ros- trevor.				500	4	20			
				200	4 $\frac{1}{2}$	9			
				3,900	5	1,960			
Parsonstown and Portumna Bridge.									

Statement of Interest and Loans thereon—*continued*.

	Government Loans outstanding May 1865.			Debenture Loans outstanding December 1863 (including Government Loans).			Debenture Stock.		
	Amount.	Rate of Interest.	One Year's Interest.	Amount.	Rate of Interest.	One Year's Interest.	Amount.	Rate of Interest.	One Year's Interest.
	£	£	£	£	£	£	£	£	£
Portadown, Dungannon, and Omagh Junction (Railway on lease to the Ulster).	19,708	4	788	21,178 50,466 34,938	4 4½ 5	847 2,271 1,747			
Rathkeale and Newcastle Junction									
Sligo and Ballaghadreen	-								
Ulster - - - -				189,760 70,350 1,000	4 4½ 4½	7,590 2,990 45	41,635	4	1,665
Waterford and Kilkenny (Railway on lease to the Waterford and Limerick).	45,240	4	1,810	54,599 23,251 15,750	4 5 6	2,184 1,163 945	54,649	6	3,279
Waterford and Limerick -	56,496	4	2,260	71,852 2,000 102,620 71,400 53,650	4 4½ 4½ 4½ 5	2,874 85 4,618 3,391 2,683	500 5,000 10,000 500	4 4½ 4½ 4½	20 212 438 22
Waterford and Passage -	-								
Waterford and Tramore -	-			19,350	5	967			
West Cork - - -									
Totals - - -	1,115,552		45,213	5,488,581		240,821	199,186		9,364
Average Interest -		3·91			4·39*			4·70	

* Excluding Government Loans this average interest will probably be about 4½ per cent.

APPENDIX AT.

OFFER from the WATERFORD AND LIMERICK RAILWAY to reduce their FARES on certain CONDITIONS.

Waterford Terminus,
19th July 1865.

SIR,
REFERRING to the evidence given by our chairman before the Royal Commission on Railways, (duly reported to my board by Mr. Malcomson), I am directed to submit the subjoined proposition for consideration, as one mode of giving needful relief to that district of country in the southern part of Ireland traversed by our railway which this company would be willing to adopt, by way of giving effect to the object aimed at, and of testing the experiment how far such a reduction of fares will eventuate.

Your obedient servant,

William Pole, Esq., Secretary,
Royal Commission on Railways.

THOS. AINSWORTH,
Secretary.

ROYAL COMMISSION ON RAILWAYS.

(IRISH SECTION.)

The Waterford and Limerick Company offer to reduce their Passenger Toll powers to the extent of one-third, say—

1st class, 3d. to 2d. per mile.
2nd „ 2d. to 1½d. „
3rd „ 1d. to ¾d. „

provided the Government finds funds at the Harbours Improvement Act rate of 3¼% interest, to take up the Company's bonds and preference capital as same become available.

J. P.

APPENDIX AV.

MEMORIAL from SCARIFF, as to BOATS on the SHANNON.

To the COMMISSIONERS OF INQUIRY INTO IRISH RAILWAYS.

The humble memorial of the inhabitants of Scariff and its neighbourhood in the county of Clare,

Sheweth,

That direct steam navigation on the river Shannon, from Killaloe to Lough Allen had existed for nearly forty years.

That the Midland Railway Company, by establishing steamers and conveying passengers without any payment between Killaloe and Athlone, compelled the other boats to cease plying, and established a monopoly in 1858.

That afterwards they entered into a contract by deed under seal, with the Great Southern and Western Railway Company, not only to put an end to such steam passenger traffic, but actually not to permit the making of any railway west of the Shannon, for a distance of 80 miles, forming one-eighth of this kingdom. Which from the position of these two railways they are effectually able to do.

That said injurious contract is fully acted on. The magnificent steam-boats are all rotting in the harbour of Killaloe.

That only lately, since the Commission of inquiry was proposed, a wretched tug-boat was put on, being the only steamer on the finest river in Europe for the length of eighty miles.

That there are many other important facts connected with this contract, too long to detail to the Commissioners, but most injurious to the public, to petitioners, and even to the railway companies themselves, which memorialists are ready to prove, if required by the Commissioners.

Memorialists pray for an inquiry by the Commissioners into these facts, directly affecting the railways, and the

public interests, and particularly injurious to your memorialists.

And memorialists will ever pray, &c.

(Signed) J. W. SEWARD, J. P.

ROBERT STUDDERT, J. P.

PHILIP READE, J. P.

RALPH WESTROPP, J. P.

HY. BRUCE, Major, Williamstown, King's County.

PHILIP W. V. READE, The Woodparks.

MICHAEL CLARKE, Williamstown.

SIDNEY J. HERSTAGE, Dromaan House.

DAVID ELLIOTT, C. F., Whitegate.

ROBERT CLARKE, Mount Shannon.

WM. BAYLE, Mount Shannon.

JOHN STENSON, Mount Shannon.

GEORGE ELLIOTT, Postmaster, Mount Shannon.

NATHL. J. TURNER, Mount Shannon.

JOHN DINACK, Mount Shannon.

THOMAS CLARK, Clonalice.

THOS. ALEXANDER, Mount Shannon.

NATT. TURNER, senior, Coolderagh.

GEO. STONEY, (Clerk), Mount Shannon, County Galway.

JAMES BRADY, Tomgraney.

RD. R. STUDDERT, Coolreagh.

ANDREW BELCHEW, Clerk, Tomgraney Rectory.

THOMAS M'CARTHY, Scariff.

JOHN HICKIE, Scariff.

JAMES MOLONY, Scariff.

JOHN CALL, Scariff.

RADY CRAVEN, Scariff.

EDWARD CAMPBELL, Scariff.

PATT. DUGGAN, Scariff.

JOHN MOLONY, Scariff.

W. H. MOULONDE, J. P., Rahener Park.

CHARLES WALLNUTT, J. P., Moyner House, County Clare.

APPENDIX AW.

ABSTRACT OF RETURNS ON various Matters from IRISH RAILWAYS.

RETURN No. 1.—GENERAL PARTICULARS and COST of MANAGEMENT.

	Belfast and County Down.	Belfast and Northern Counties.	Cork and Bandon.	Cork, Blackrock, and Passage.	Dublin and Belfast Junction.	Dublin and Drogheda.	Dublin and Meath.	Dublin, Wicklow, and Wexford.	Great Southern and Western.	Irish North-western.	Midland Great Western.	Newry, Armagh.	Newry, Warrenton, Rossvor.	Ulster.	Waterford and Limerick.	Waterford and Tramore.	Totals.
<i>Length of Lines owned, leased, or worked by the Company named:—</i>																	
Miles, double	nil.	6½	-	nil.	56	32	nil.	18	188	9	115½	nil.	nil.	48	34	nil.	507
" single	44½	143¾	31½	6½	7	43	35	90	248½	150½	217½	21	6	72	157	7½	1,280½
Total	44½	150½	31½	6½	63	75	35	108	436½	159½	332¾	21	6	120	191	7½	1,787½
Number of Directors	8	16	7	12	11	12	-	12	16	12	15	12	-	12	10	5	160
<i>Gross annual Sums allotted by the Company as remuneration, travelling expenses, &c. for Directors, Officers, with their respective salaries:—</i>																	
Traffic Manager	400	800	200	250	500	500	300	-	850	500	500	300	200	1,000	400	-	6,700
" Assistants	-	-	-	-	-	45	-	-	-	381	211	-	-	250	222	-	1,109
Secretary	150	450	250	200	300	-	-	570	500	400	500	-	75	-	400	200	3,995
" Assistants	-	-	30	-	-	110	-	102	-	70	155	-	-	1,001	-	-	1,468
Messenger	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23
Engineer, consulting	-	200	50	-	100	-	-	-	-	-	-	-	-	23	-	-	350
" resident	-	300	-	-	300	500	-	-	600	400	500	-	-	250	300	-	3,150
" Assistants	-	-	-	-	-	-	91	-	-	120	272	-	-	-	107	-	590
Locomotive Superintendent	300	350	-	-	350	150	144	-	500	400	500	250	-	300	400	-	3,644
" Assistants	-	-	-	-	-	-	-	-	-	110	387	-	-	-	104	-	601
Carriage Superintendent	-	-	-	-	150	200	-	200	-	160	400	-	50	120	-	80	1,958
Accountant	70	200	-	100	-	-	98	-	-	-	-	-	-	-	-	-	868
" Assistants	60	-	-	-	-	120	273	-	-	110	175	130	-	-	(a) 486	-	(a) 486
Treasurer or Cashier	120	115	-	-	-	160	-	235	-	-	339	-	-	-	-	-	969
Audit Clerk	-	150	60	-	115	95	-	600	-	100	997	75	-	170	462	-	3,505
" Assistants	-	-	-	-	-	75	-	235	-	290	485	-	-	-	-	-	720
Transfer Clerk	-	-	-	-	-	-	-	-	-	-	410	-	-	100	198	-	902
Storekeeper	-	-	-	-	120	-	-	-	-	-	-	-	-	-	-	-	-
Auditors	-	70	20	15	-	21	-	-	-	25	-	-	-	-	30	-	191
Solicitor	-	-	-	-	200	-	-	300	-	400	759	-	-	-	300	-	1,959
Miscellaneous Expenses, advertising, stamps, printing, rent, commission, &c.	633	512	440	197	380	-	40	-	1,008	55	-	314	80	190	172	-	3,941
	2,259	3,507	1,424	962	8,410	2,876	946	3,492	6,458	4,021	9,171	1,333	355	3,875	3,712	380	48,181

RETURN No. 2.

LIST OF AGREEMENTS MADE WITH OTHER COMPANIES, giving their dates, periods, and a short sketch of the nature of each.

BELFAST AND COUNTY DOWN.

Belfast, Holywood, and Bangor.—Sale of the Holywood Branch to the above Company under 28 & 29 Vict. (Sess. 1865) by a payment of 50,000*l.* in cash, and an annual rent of 5,000*l.*, subject to redemption within ten years at 4½ per cent.

BELFAST AND NORTHERN COUNTIES.

Carrickfergus and Larne.—Agreement dated 23rd February 1863, terminable at six months' notice, for general working of the line at a mileage rate, varying according to the number of trains per day.

Londonderry and Coleraine.—Agreement dated 11th April 1865, terminable at three months' notice, for general working of the line at a mileage rate, according to the number of trains required.

Irish North-western and Ulster.—Agreement, expires 10th July 1865, for a division of all through traffic between Belfast and Londonderry.

CORK AND BANDON.

Cork and Kinsale Junction.—Haulage agreement from June 1863 for five years, at a rate of 30 per cent. off traffic receipts.

CORK, BLACKROCK, AND PASSAGE.

Does not apply.

DUBLIN AND BELFAST JUNCTION.

Banbridge Junction.—Lease of line for 21 years from 23rd March 1859, subject to 2,000*l.* a year rent, less income tax and tenant's proportion of poor's rate.

Dublin and Drogheda.—Agreement for station services and accommodation at Drogheda station, 1,000*l.* a year, liable to be terminated at six months' notice by either party.

Ulster.—The like at Portadown station, 675*l.* a year for three years, from 1st July 1865.

DUBLIN AND DROGHEDA.

No Agreement.

DUBLIN AND MEATH.

Midland Great Western.—Award between the Dublin and Meath and Midland Great Western Companies, dated 29th July 1861, whereby it is arranged to exchange for a period of 10 years the traffic between Dublin and Dublin and Meath stations; four trains each way to be run on week days, and two trains each way on Sundays.

Dublin and Drogheda.—Award between the Dublin and Meath and Dublin and Drogheda Companies, dated 30th October 1862, under which the Dublin and Meath Company pays certain tolls and station rents, junction signal expenses, &c., for making the Dublin and Meath's running powers over the Navan and Kells section of the Dublin and Drogheda railway.

DUBLIN, WICKLOW, AND WEXFORD.

Dublin and Kingstown.—The only "agreement" to which this return refers can, as regards the Dublin, Wicklow, and Wexford Company, only embrace the lease of the Kingstown railway and agreements with the Kingstown Company, all of which are by agreement for a lease of the line for 999 years from the 1st January 1865 cancelled, the latter may be said to be the only agreement. The lease is not yet perfected.

GREAT SOUTHERN AND WESTERN.

Cork and Limerick Direct.—Agreement, dated 6th September 1862, for five years for working at 40 per cent. of the receipts.

Cork, Youghal, and Queenstown.—Agreement, dated 11th February 1865, to purchase that line for 310,000*l.* of Great Southern and Western original stock, upon obtaining an Act for that purpose.

Meantime, by agreement for lease, dated 1st April 1865, the Great Southern and Western work the line for three years, at 13,950*l.*, being 4½ per cent. on 310,000*l.*, or in case of a higher dividend being paid on such stock, then the rate of such dividend.

IRISH NORTH-WESTERN.

1. *Londonderry and Enniskillen.*—Agreement, dated 17th March 1860, for a lease of the Londonderry and Enniskillen Railway, plant, rolling stock, &c., for 35 years, from 31st December 1859, to be perpetually renewed for successive terms of 35 years each, rent 26,000*l.* a year, and if after 1862 the Irish North-western Company's receipts (exclusive of its receipts from the Clones and Cavan Branch) exceed 95,000*l.* in any year, then the rent to be increased by 20 per cent. of such excess. If the rent for any year shall reach 33,000*l.*, that sum to be thenceforth the fixed yearly rent.

2. *Enniskillen, Bundoran, and Sligo.*—A provisional agreement, at present undated, for working, and maintenance, and conduct of traffic at 2s. per train mile, for 10 years from the opening for public traffic.

3. *Finn Valley.*—Provisional agreement, dated October 1861 and 5th September 1863, for working, and maintenance, and conduct of traffic, for 35 per cent. of the traffic earnings of the Finn Valley for 10 years from 1st November 1862.

4. Heads of a provisional agreement, dated 11th May 1865, with the Dundalk and Greenore, and London and North-western, for through booking arrangements, and for working, management, and maintenance of a proposed line between Dundalk and Greenore.

MIDLAND GREAT WESTERN.

Grand Canal Company and Great Southern and Western Railway Company.—Lease of the canal dated 1st August 1853, for 10 years, from 1st July 1853, at a rent of 19,565*l.* 11s. 11d.

Great Southern and Western.—Reference dated 23rd September 1859 as to disputes with that company.

Grand Canal Company and Great Southern and Western Railway Company.—By deed of submission dated 23rd February 1860 a certain sum was agreed to be paid to the canal company by the two railway companies, subject to procuring an Act of Parliament. The award of the arbitration settles the terms of purchase. The Bill for purchase of the canal was promoted in 1860, but was not passed.

Great Northern and Western.—Agreement dated 22nd June 1857 to withdraw oppositions to Bills then in Parliament. The Midland Company to subscribe to the Great Northern and Western line, and to work its traffic. Terms to be ratified by subsequent Act of Parliament.

Agreement dated 1st August 1859 as to the mode of constructing the Great Northern and Western line and terms for conducting the traffic by the Midland Great Western. This agreement was assented to by the shareholders and approved by the Board of Trade 16th August 1859.

Athenry and Tuam.—Agreement dated 15th June 1858 to abandon opposition to the Bill in Parliament for this line. Power to be taken to lease the same by the Midland Company. Proviso not to extend the Athenry and Tuam line to Castlebar and other towns.

Agreement dated 26th April 1859 to lease the Athenry and Tuam line for 10 years at a rent of 4,000*l.* per annum. The line not to be extended to certain towns north of Tuam.

Magnetic Telegraph Company.—Indenture of 1st January 1859 for 14 years to reconstruct the Midland Company's line of telegraph from Dublin to Galway, with new lines to Cavan and Longford.

Dublin and Meath.—Agreement dated 3rd April 1861 for withdrawing by the Meath Company a certain Bill then before Parliament, and referring to arbitration the terms on which the traffic of the Meath line should be carried over the Midland line.

NEWRY AND ARMAGH.

Newry, Warrenpoint, and Rostrevor.—Agreement, dated 22nd May 1863, for working the Junction (Dublin Bridge), each company paying a moiety (on their traffic) of the expenses.

Ulster.—Agreement on the award of Captain Rich, dated 12th February 1865, for working this Company's traffic at Armagh.

Traffic agreements have been made at different periods between this Company, the Dublin and Belfast Junction, the Ulster, the Irish North-western, the Dublin and Drogheda, and the Newry, Warrenpoint, and Rostrevor Companies for the section of the line from Newry to Goraghwood. The Dublin and Belfast, and Ulster Companies refuse a reciprocity of arrangement with this Company on that section of the line from Goraghwood to Armagh.

NEWRY, WARRENPOINT, AND ROSTREVOR.

Newry and Armagh.—Agreement, dated 15th March 1859, by which that Company admitted its repudiation of agreement of 1857, to lease the Warrenpoint line, and agreed to form a junction between the two lines at joint expenses. But after such junction was made the Newry and Armagh Company promoted an opposition line running parallel with the Newry and Warrenpoint Company's line, called the Newry and Greenore Railway, and otherwise impede the developing of the traffic.

Dundalk Steam Packet Company.—Agreement, dated 31st August 1859, for loading and discharging all English traffic at Warrenpoint, paying 1s. per ton.

ULSTER.

1. *Portadown, Dungannon, and Omagh.*—Lease for 999 years at 5,250*l.* half-yearly rent till the gross receipts amount to 11,500*l.* half-yearly. When gross receipts shall exceed 23,000*l.* per annum and shall not exceed 25,000*l.* per annum, the rent shall be 10,500*l.* per annum, and half of receipts above 23,000*l.*, payable half-yearly. When gross receipts shall exceed 25,000*l.* per annum and not exceed 30,000*l.*, the rent shall be 47½ per cent. of the receipts, payable half-yearly. When gross receipts shall exceed 30,000*l.* per annum and shall not exceed 36,000*l.*, the rent shall be 50 per cent. of the receipts, payable half-yearly. When gross receipts shall exceed 35,000*l.* per annum, the rent shall be 55 per cent. of the receipts.

2. *Banbridge, Lisburn, and Belfast.*—Lease agreed on but not yet executed. The line is worked by the Ulster Company in accordance with the terms of such lease for 21 years, from 13th July 1863. Rent payable half-yearly according to a schedule in such lease, which regulates the payments by a scale rising from 20 per cent. so long as the half-yearly receipts do not exceed 3,000*l.*, to 55 per cent. when the half-yearly receipts reach or exceed 7,000*l.*

3. *Dublin and Belfast Junction.*—Agreement for three years from 1st July 1865, to render station services, &c. at Portadown station to the Dublin and Belfast Junction Company for 675*l.* per annum, payable half-yearly.

4. *Newry and Armagh.*—Under the awards of Captain Rich, R.E., of 17th June and 25th August 1865, and of the Board of Trade dated 20th June 1865, the Newry and Armagh Company to make, repair, and maintain the junction with the Ulster line, and points, signals, &c., paying 100*l.* a year for attendant at points and signals and incidental expenses for such junction, points, and signals. For goods loaded or unloaded for the Newry and Armagh Company at the Armagh station of the Ulster Company, 7*d.* per ton, and for minerals 2*d.* per ton, to be paid to the Ulster Company by the Newry and Armagh Company. The Newry and Armagh Company to pay the Ulster Company for the use of the portion of the Ulster Railway near the junction, 22*l.* 10*s.* annually, and for the use of the Armagh station 23*l.* 6*s.* 8*d.* annually, and towards the expenses of working the Armagh station 180*l.* annually.

5. *Irish North-western.*—This Company is paid by the Ulster Company 245*l.* 16*s.* 4*d.* per annum as rent for the use of the Omagh joint station, the Ulster Company

bearing a proportion of the expenses of working the traffic, &c. at the station by both companies jointly.

6. *Irish North-western.*—This Company is paid by the Ulster Company 430*l.* per annum for transacting its passenger and parcel traffic, for the use of engine shed and turntable, and for working signals at the Clones station. The Ulster Company pay for traffic services 6*d.* per ton on first-class goods, 1*s.* per ton on general goods, and 1*s.* per waggon for cattle.

7. *Belfast and Northern Counties.*—Agreement, dated 12th August 1865, determinable at three months' notice, for through traffic between Belfast and Londonderry, via Omagh and via Coleraine. From the receipts by both routes 12½ per cent. to be allowed to either route for working expenses for passengers, parcels, horses, carriages, dogs, &c. From the receipts for goods and cattle 33½ per cent. to be allowed to either route, together with cartage of goods. The division of the balance for passenger traffic is 75 per cent. by Coleraine route, and 25 per cent. by Omagh route; for goods traffic 66⅔ per cent. for Coleraine route, and 33⅓ for Omagh route.

WATERFORD AND LIMERICK.

Working Agreements.

Limerick and Foynes.—From 1st November 1863, for 3,700*l.* a year, to find three trains in summer and two in winter each way daily, except specials and Sundays, for which 2*s.* per train per mile is to be paid.

Limerick and Castleconnell.—From 20th July 1860 to 12th April 1868; haulage 1*s.* 11*d.* per train per mile.

Limerick and Ennis.—From 23rd April 1861, for 20 years, at 45 per cent of the receipts.

Waterford and Kilkenny.—From 31st January 1863, for five years at 43 per cent. of the receipts.

Kilkenny Junction.—From 1st March 1865, temporarily; 2*s.* 3*d.* per train per mile for a two train service, and 1*s.* 11*d.* per train per mile for a three train service.

Athenry and Ennis Junction (line not open).—From 27th May 1863, for 20 years, at—

s. d.	
2 6	per train per mile for 1 train.
2 0	" " " 2 trains.
1 10	" " " 3 "
1 9	" " " for more than 3.

Rathkeale and Newcastle Junction (when opened).—From 19th December 1863, for 20 years—

s. d.	
2 3	per train per mile for 2 trains.
1 11	" " " 3 "

until receipts reach 10*l.* per mile per week in any year ending 31st December, then working to lapse into 45 per cent. of receipts for term out. Option of ultimate purchase by the Waterford and Limerick Company reserved on giving four per cent. on ordinary capital.

WATERFORD AND TRAMORE.

Nil.

RETURN No. 3.

STATEMENT of MORTGAGE DEBENTURES, BONDS, and other LOANS from the commencement, showing Amounts, Rates of Interest, Dates at which to be repaid, &c.

BELFAST AND COUNTY DOWN.

When to be repaid.	Rates of Interest.
£	£
Short notice - 13,400	76,798 at 4 per cent.
1865 - 30,870	89,629 at 5 " "
1866 - 46,696	—
1867 - 37,584	—
1868 - 22,792	—
1869 - 8,265	—
1870 - 6,820	—
£166,427	£166,427

Average rate, 4·538.

BELFAST AND NORTHERN COUNTIES.

When to be repaid.	Rates of Interest.
£	£
At 3 months' notice 31,250	—
1865 - 54,250	8,135 at 4 per cent.
1866 - 87,956	138,141 at 4½ " "
1867 - 65,770	116,900 at 4½ " "
1868 - 30,150	25,300 at 5 " "
1869 - 5,500	—
1870 - 12,200	—
1871 - 1,000	—
1872 - 400	—
£288,476	£288,476

Average rate, 4·402.

CORK AND BANDON.

When to be repaid.	Rates of Interest.
Not stated.	£ 20,986 at 4 per cent. 1,300 at 4½ " " 45,500 at 5 " " 12,200 at 6 " " £79,986
Average rate, 4·882.	
CORK, BLACKROCK, AND PASSAGE.	
When to be repaid.	Rates of Interest.
1865 - - - £ 8,631 1866 - - - 7,231 1867 - - - 6,431 1868 - - - 2,081 1869 - - - 13,831 1870 - - - 1,031 1871 - - - 277 £39,513	£ 5,263 at 4 per cent. 200 at 4½ " " 27,050 at 5 " " 7,000 at 6 " " £39,513

Average rate, 5·041.

DUBLIN AND BELFAST JUNCTION.

When to be repaid.	Rates of Interest.
1865 - - - £ 34,900 1866 - - - 76,230 1867 - - - 17,400 1868 - - - 33,000 1869 - - - 59,040 1870 - - - 4,500 £225,070	£ 7,100 at 4 per cent. 97,300 at 4½ " " 120,670 at 5 " " £225,070

Average rate, 4·752.

DUBLIN AND DROGHEDA.

When to be repaid.	Rates of Interest.
At call - - - £ 3,100 1865 - - - 25,944 1866 - - - 50,967 1867 - - - 81,649 1868 - - - 49,325 1869 - - - 41,690 1870 - - - 1,000 1874 - - - 1,000 Perpetuities - 43,672 £298,347	£ 25,750 at 3 per cent. 56,153 at 4 " " 93,450 at 4½ " " 80,194 at 4½ " " 12,800 at 4½ " " 30,000 at 5 " " £298,347

Average rate, 4·259.

DUBLIN AND MEATH.

When to be repaid.	Rates of Interest.
1865 - - - £ 30,500 1866 - - - 23,100 1867 - - - 30,738 1868 - - - 14,800 1872 - - - 6,600 £105,738	£ 105,738 at 5 per cent. £105,738

Rate, 5 per cent.

DUBLIN, WICKLOW, AND WEXFORD.

When to be repaid.	Rates of Interest.
1865 - - - £ 12,612 1866 - - - 93,657 1867 - - - 73,337 1868 - - - 69,380 1869 - - - 20,827 1870 - - - 14,077 1871 - - - 15,077 1872 - - - 11,077 1873 - - - 11,057 1874 - - - 9,667 1875 - - - 8,257 1876 - - - 5,517 1877 - - - 5,517 1878 - - - 5,517 1879 - - - 5,517 1880 - - - 5,517 1881 - - - 5,517 1882 - - - 5,521 1883 - - - 3,285 £380,933	£ 52,740 at 4 per cent. 5,900 " 4½ " " 117,216 " 4½ " " 1,500 " 4½ " " 203,577 at 5 per cent. £380,933

Average rate, 4·695.

GREAT SOUTHERN AND WESTERN.

When to be repaid.	Rates of Interest.
Not stated - - - £ 31 1865 - - - 13,000 1866 - - - 80,500 1867 - - - 116,000 1868 - - - 162,000 1869 - - - 36,500 1870 - - - 55,500 1871 - - - 20,400 1872 - - - 23,500 1873 - - - 22,800 1874 - - - 10,600 £540,831	£ 180,612 at 4 per cent. 156,350 " 4½ " " 10,000 " 4½ " " 179,769 " 4½ " " 3,300 " 4½ " " 10,800 " 5 " " £540,831

Average rate, 4·270.

IRISH NORTH-WESTERN.

When to be repaid.	Rates of Interest.
Irredeemable - - - £ 54,490 At call - - - 32,441 1865 - - - 34,152 1866 - - - 27,425 1867 - - - 67,175 1868 - - - 18,080 1869 - - - 5,250 1870 - - - 3,850 1871 - - - 3,850 1872 - - - 3,850 1873 - - - 3,850 1874 - - - 3,850 1875 - - - 3,850 1876 - - - 3,850 1877 - - - 3,850 1878 - - - 3,850 1879 - - - 3,850 1880 - - - 3,850 1881 - - - 3,850 1882 - - - 3,850 1883 - - - 3,854 £292,917	£ 11,000. Not stated. 69,304 at 4 per cent. 44,877 " 4½ " " 109,320 " 5 " " 28,700 " 5½ " " 29,716 " 6 " " £292,917

Average rate on 281,917l. is 4·835.

MIDLAND GREAT WESTERN.

When to be repaid.	Rates of Interest.
Not stated.	£ 79,450 at 4 per cent. 66,150 at 4½ " " 21,000 at 4¾ " " 372,733 at 4½ " " 124,180 at 5 " " £663,513

Average rate, 4·505.

NEWRY AND ARMAGH.

When to be repaid.	Rates of Interest.
1865 - - - £11,405 1866 - - - 10,095 1867 - - - 26,050 1868 - - - 30,450 £78,000	£ 78,000 at 5 per cent. — — — £78,000

Rate of 5 per cent.

Provisional Obligations or Lloyd's Bonds.

Past due 217,560£. 217,560£. not stated.

NEWRY, WARRENPOINT, AND ROSTREVOR.

When to be repaid.	Rates of Interest.
At call - - - £8,438	£
1866 - - - 2,600	4,938 at 1 per cent above Bank of England rate.
1867 - - - 21,000	3,100 at 4 per cent.
1868 - - - 5,100	33,100 at 5 per cent.
1869 - - - 4,000	—
£41,138	£41,138

Average rate on 36,200£. is 4·914.

ULSTER.

When to be repaid.	Rates of Interest.
At 6 months' notice £12,665	£
1855 - - - 61,500	117,330 at 4 per cent.
1866 - - - 42,650	96,300 at 4½ " "
1867 - - - 67,540	3,650 at 4¾ " "
1868 - - - 12,275	39,580 at 4½ " "
1869 - - - 38,430	—
1870 - - - 10,800	—
1871 - - - 9,100	—
1872 - - - 1,000	—
1874 - - - 900	—
£256,860	£256,860

Average rate, 4·176.

WATERFORD AND LIMERICK.

When to be repaid.	Rates of Interest.
1864 - - - £1,600	£
1865 - - - 6,800	56,496 at 3½ per cent.
1866 - - - 12,495	3,000 at 4 " "
1867 - - - 88,914	7,000 at 4½ " "
1868 - - - 45,616	10,000 at 4¾ " "
1869 - - - 34,079	85,590 at 4½ " "
1870 - - - 19,945	64,675 at 4¾ " "
1871 - - - 4,713	75,720 at 5 " "
1872 - - - 12,534	3,000 at 5½ " "
1873 - - - 11,757	12,400 at 5½ " "
1874 - - - 24,507	—
1875 - - - 2,310	—
1876 - - - 2,391	—
1877 - - - 2,475	—
1878 - - - 2,561	—

Carried forward - £272,697 £317,881 - Carried forward.

WATERFORD AND LIMERICK—cont.

When to be repaid.	Rates of Interest.
Brought forward - £272,697	£
1879 - - - 2,652	317,881 Brought forward.
1880 - - - 2,744	—
1881 - - - 2,840	—
1882 - - - 2,939	—
1883 - - - 3,043	—
1884 - - - 3,148	—
1885 - - - 3,259	—
1886 - - - 3,373	—
1887 - - - 3,491	—
1888 - - - 1,695	—
Perpetual - - - 16,000	—
£317,881	£317,881

Average rate, 4·524.

WATERFORD AND TRAMORE.

When to be repaid.	Rates of Interest.
1866 - - - 500	18,850 at 5 per cent.
1867 - - - 8,300	500 at 5½ per cent.
1868 - - - 3,550	—
1869 - - - 4,000	—
1870 - - - 1,000	—
1871 - - - 2,000	—
£19,350	£19,350

Average rate, 5·013.

FURTHER ABSTRACTS OF RETURN No. 3
SUMMARY of TIMES at which BONDS fall due.

Past due and at short notice -	£318,885
In 1865 - - -	326,164
1866 - - -	562,102
1867 - - -	707,888
1868 - - -	498,599
1869 - - -	271,412
1870 - - -	130,723
1871 - - -	56,417
1872 - - -	58,961
1873 - - -	49,464
1874 - - -	50,524
1875 to 1888 - - -	123,740
Perpetuities - - -	114,162
Time not stated - - -	743,499*

£4,012,540

CLASSIFICATION of BONDS according to Rate of Interest.

—	Rate.	Interest One Year.
£25,750	3 per cent.	£772
56,496	3½ " "	1,977
679,971	4 " "	27,198
563,291	4½ " "	23,939
44,650	4¾ " "	1,954
1,135,659	4½ " "	51,104
82,275	4¾ " "	3,908
1,097,434	5 " "	54,872
3,000	5½ " "	158
41,600	5½ " "	2,288
48,916	6 " "	2,935
£3,779,042	(Average 4·264.)	171,105
233,498	Rate not stated.†	—
£4,012,540		

* Cork and Bandon - - - - - £79,886
 Midland Great Western - - - - - 663,513
 £743,499

† Irish North-western - - - - - 11,000
 Newry, Warrenpoint, and Rostrevor - - - - - 4,988
 Newry and Armagh - - - - - 217,500

[Rate not stated.] £233,498

RETURN No. 4.

PARTICULARS OF GOODS TRAFFIC.

N.B.—The Questions were—

“State the following particulars respecting the ten principal items of your goods traffic.

“The weight carried, and the amount of earnings each way, up and down the line, for the last five years.

“Also the rates per mile and terminal rates charged, with all changes in the rates during that period.”

As, however, many companies stated it would be impossible to make such a comprehensive return, they were requested to give the best information in their power.

BELFAST AND COUNTY DOWN.

—	1862.		1863.		1864.	
	Tons.	£	Tons.	£	Tons.	£
Coal -	10,886	914	8,779	714	9,959	712
Minerals -	3,973	249	13,186	915	13,091	944
Merchandise -	29,743	5,732	37,353	6,456	38,082	7,865
Totals -	44,602	6,895	59,318	8,085	61,132	9,521

Total of Goods Traffic for 1864, 61,132 tons, 9,521*l.*, comprised of the following items :

—	—	—	Average per ton per mile.
	Tons.	£	d.
Coal -	10,000	700	1½
Stone -	8,000	500	1½
Lime, sand, and brick -	5,000	450	1½
Breadstuffs -	10,000	1,400	1¾
Flax and tow -	3,000	650	1¾
Grain -	3,000	400	1¾
Potatoes -	1,500	250	1¾
Pork -	1,000	200	2½
General merchandise -	19,500	4,950	—
	61,000	9,500	—

With respect to the rates charged this company has not been able to attain the desirable simplicity of charges calculated at uniform rates per mile, owing to the competition by road to which it is exposed at different points of its system, but those quoted may be taken as a fair average for the line.

No material change has been made in this company's rates since 1861.

BELFAST AND NORTHERN COUNTIES.

Average Rates per ton per mile.	—	1863.	1864.
2	Grain -	Tons. £	Tons. £
		40,577 9,082	34,515 7,008
2	Potatoes -	1,538 226	532 120
2½	Pork -	3,409 1,495	4,052 1,729
2¼	Linens -	4,333 1,855	4,333 1,958
2½	Yarns -	3,452 1,526	3,298 1,562
2½	Flax -	6,770 3,319	7,973 4,234
2¼	Flaxseed -	2,400 1,074	2,215 1,052
2¼	Butter and eggs	2,010 873	2,164 869
2	Timber -	3,063 822	3,687 912
1½	Coals -	35,946 5,145	33,432 4,785
		103,503 25,417	96,201 24,229

Exceptions.

Belfast and Cookstown, Indian meal, Indian corn and wheat 6*s.* 9*d.* per ton = 1½*d.* per ton per mile.

Belfast and Newtownlimavady, flour 10*s.* per ton = 1½*d.* per ton per mile.

Belfast and Newtownlimavady, potatoes 7*s.* 6*d.* per ton = 1½*d.* per ton per mile.

Belfast and Londonderry, grain, 5 tons and upwards, 6*s.* per ton = ¾*d.* per ton per mile.

Cartage of linens, yarns, flax, and flaxseed, butter and eggs, at Belfast and Londonderry is included in the rate.

There has been so little deviation in these rates for the last five years, that it is not necessary to furnish the charges during that period.

The terminal expenses are included in the rates.

CORK AND BANDOON AND KINSALE JUNCTION.

—	Down.		Up.		Changes in Rates.
	Tons.	Earnings.	Tons.	Earnings.	
Coal -	16,062	£ 1,472	—	£ —	From 1 <i>s.</i> 8 <i>d.</i> to 1 <i>s.</i> 10 <i>s.</i> per ton.
Foreign corn -	24,422	4,273	—	—	There have been five changes in corn in the following order, 3 <i>s.</i> 3 <i>d.</i> , 3 <i>s.</i> 6 <i>d.</i> , 3 <i>s.</i> 9 <i>d.</i> , 4 <i>s.</i> , and now 3 <i>s.</i> 6 <i>d.</i> per ton.
Home corn -	25,003	4,533	—	—	
Wheat, oats, and barley.	—	—	9,863	1,726	From 2 <i>s.</i> 9 <i>d.</i> to 3 <i>s.</i>
Pitwood -	—	—	3,142	432	From 3 <i>d.</i> to 2½ <i>d.</i> per firkin.
Butter -	—	—	4,740	1,443	Nil. 10 <i>s.</i> 6 <i>d.</i> , 8 <i>s.</i> , and 6 <i>s.</i> per waggon.
Lime -	6,585	633	—	—	Nil. 5 <i>s.</i> per ton.
Porter and ale	3,471	867	—	—	Nil. 5 <i>s.</i> per ton.
Whiskey -	—	—	2,317	579	Lots of five tons and over reduced from 3 <i>s.</i> to 2 <i>s.</i> 6 <i>d.</i> per ton. No alteration in lots under five tons.
Guano -	4,718	707	—	—	Nil. 3 <i>s.</i> per ton.
Eggs -	—	—	3,564	533	
	84,164	12,485	23,626	4,713	

CORK, BLACKROCK, AND PASSAGE.

No goods traffic on this line.

DUBLIN AND BELFAST JUNCTION.

The ten principal items carried are, breadstuffs, ale and porter, whiskey, timber, coals, flax, linen, yarns, bale goods, and provisions.

GROSS TRAFFIC.

—	—	Revenue.
	Tons.	£
1860	113,444	20,661
1861	125,000	21,759
1862	131,678	24,012
1863	120,149	21,421
1864	122,602	20,858

The rates charged between Drogheda and Portadown, a distance of 56 miles, are, for—

—	Per ton.	Per ton per mile.
	<i>s.</i> <i>d.</i>	<i>d.</i>
1st class -	7 2	1·54
2nd „ -	10 3	2·20
3rd „ -	11 4	2·43
4th „ -	14 6	3·10
5th „ -	17 0	3·64
6th „ -	20 0	4·29
Breadstuffs -	8 6	1·82

These rates include terminal charges.

When large lots of goods offer, and are conveyed in full waggon loads, reductions are made to meet the particular cases as they arise.

DUBLIN AND DROGHEDA.

TOTAL GOODS TRAFFIC.

—	Tons.	Receipts.
		£
1860	82,062	23,324
1861	88,874	22,947
1862	88,938	24,459
1863	85,155	23,407
1864	80,044	22,871

The ten principal items are grain, groceries, bale goods, hardware, whiskey, ales, chandlery, oils, tobacco, provisions. It may be assumed that these items would form about three-fourths of the above tonnage.

The rates from Dublin to Oldcastle are—1st class, 6s. 8d.; 2nd class, 9s. 6d.; 3rd class, 11s. 2d.; 4th class, 14s. 3d.; 5th class, 16s. 10d.; smalls, 1s. 6d. These rates are never exceeded, but reductions are frequently made for quantities. When several waggon loads can be sent at once, the next lower class rate only is charged.

We have also special rates from Dublin to stations on the seaboard, where competition makes it impracticable to obtain the ordinary rates.

The rates between Dublin and Belfast are—1st class, 8s. 4d.; 2nd class, 10s.; 3rd class, 12s. 6d.; 4th class, 15s.; 5th class, 20s.; 6th class, 30s.; also a special classification for small quantities. These rates include terminals.

DUBLIN AND MEATH.

Only been open three years.

Rates are as follow, and have been so since the opening of the line with some slight exceptions:—

Per ton per mile.

	d.
1st class, Draining tiles, lime	1.44
2nd „ Flour, grain, timber	2.25
3rd „ Grocery, ale and porter, heavy drugs	2.81
4th „ Drapery, drugs, cutlery	3.46
Cattle, Meath Stations to Broadstone	6.37
Coal	1.00

DUBLIN, WICKLOW, AND WEXFORD.

—	Down.				Up.			
	May 1864.		Sept. 1864.		May 1864.		Sept. 1864.	
	Class.	Tons.	£	Tons.	£	Tons.	£	—
Ale and porter	3rd.	234	82	216	76	28	1	—
Butter	4th.	1	1	1	1	37	29	33 22
Fish	4th.	7	3	13	7	12	6	180 121
Grain, raw and manufactured	2nd.	696	136	743	123	405	89	605 140
Groceries	4th.	17	14	30	24	—	—	—
Manure	2nd.	141	53	14	4	4	1	—
Potatoes	2nd.	3	1	2	—	247	94	34 6
Sugar	3rd.	68	32	79	34	1	—	1 —
Timber	3rd.	95	25	201	34	255	39	87 29
Wine and spirits	4th.	29	22	34	28	—	—	1 1
Wool	4th.	1	—	—	—	21	16	2 1
		1,292	369	1,333	331	1,040	278	944 320

2nd Class. Grain, raw and manufactured, manure, and potatoes are calculated at a uniform rate of about 1½d. per mile, which covers terminal charges.

3rd class. Ale and porter, sugar, and timber, about 2½d. per mile, which covers terminal charges.

4th class. Butter, fish, groceries, wine and spirits, and wool, about 3½d. per mile, which covers terminal charges.

The goods rates generally have undergone little or no change within the last five years.

GREAT SOUTHERN AND WESTERN.

Five Years' Return on 11 principal Items.

—	Tons.	Receipts.
		£
1860	284,542	107,588
1861	319,966	119,677
1862	334,333	124,011
1863	305,310	115,100
1864	290,961	115,695

The eleven principal items are (1) grain, (2) drink, (3) provisions, salt and fresh, (4) timber, (5) manure, (6) groceries (including wines and spirits), (7) bale goods, (8) bricks, (9) ironwork, (10) potatoes, and (11) coal.

Rates charged.

	d.
1. Grain	1½ per ton per mile.
2. Drink	1½ „ „
3. Salt provisions	1½ „ „
4. { Pitwood	0½ „ „
{ Cut timber	1½ „ „
5. Artificial manure	1½ „ „
6. Groceries	2½ „ „
7. Bale goods, including wool	2½ „ „
8. { Bricks, tiles, slates, stone	0½ „ „
{ Drain pipes	1½ „ „
9. { Iron castings and machinery	2½ „ „
{ Iron agricultural implements	4½ „ „
10. Potatoes	1½ „ „
11. Coal and coke	¾d. to 1 „ „

No terminals are charged.

The special rates are numerous; all persons obtain the same reduction; the reduction ranges between 15 and 22 per cent. under the ordinary rates.

No alteration in the ordinary rates during the five years, but the number of special rates has been much on the increase.

IRISH NORTH-WESTERN.

This Company cannot make even an approximate return.

MIDLAND GREAT WESTERN.

TEN PRINCIPAL ITEMS for Five Years at Dublin Station.

Inwards.

Class.	—	1860.	1861.	1862.	1863.	1864.
3rd.	Bacon and butter	1,615	1,918	1,828	2,164	2,121
2nd.	Building materials	241	431	584	756	1,501
2nd.	Corn and meal	6,708	13,105	7,162	8,826	7,579
2nd.	Potatoes	1,856	7,435	1,588	1,740	2,088
3rd.	Eggs, and 4th. fowl	3,621	4,123	4,708	5,177	5,574
2nd.	Rags, and 3rd. skins	4,224	5,010	3,626	2,870	2,127
4th.	Wool	592	876	1,800	1,572	1,046
4th.	Oysters and fish	863	1,100	843	1,139	750
4th.	Pork	187	317	51	91	30
2nd.	Brewery returned empties.	756	1,035	2,973	1,791	2,118
	Sundries	347	969	2,232	1,272	931
	Tons	21,010	36,328	27,395	27,498	25,865
	Freight	£ 19,538	23,469	19,848	22,055	17,151

Outwards.

Class.	—	1860.	1861.	1862.	1863.	1864.
4th.	Whiskey, and 3rd. porter.	6,280	6,326	6,304	6,378	6,167
3rd.	Sugar, and 4th. tea	5,873	5,979	5,835	5,973	6,041
3rd.	Soap and candles	3,365	3,455	3,512	3,757	3,868
3rd.	Butter and bacon	2,014	2,694	2,876	3,476	3,711
4th.	Bales	4,011	4,782	3,460	4,074	4,315
2nd.	Building materials	6,847	7,184	6,775	6,753	5,975
5th.	Luggage and furniture	1,101	1,210	1,183	1,283	1,311
2nd.	Corn and meal	13,018	15,686	19,089	10,364	13,149
2nd.	Salt and herrings	3,852	3,943	4,173	4,093	3,838
1st.	Manures	2,273	2,337	1,888	2,236	2,563
	Sundries	8,257	18,740	23,720	17,947	10,218
	Tons	56,891	72,336	78,815	68,334	61,161
	Freight	£ 36,545	42,842	36,009	45,081	47,879

Rates per Mile.

1st class, $1\frac{1}{4}d.$ per ton ; 2nd class, $1\frac{1}{4}d.$ per ton ; 3rd class, $2\frac{1}{4}d.$ per ton ; 4th class, $3d.$ per ton ; 5th class, $4\frac{1}{4}d.$ per ton ; and 6th class, $8d.$ per ton.

TOTAL GOODS TRAFFIC for Five Years.

	Coal Traffic of the whole Line.		Dublin Traffic, Totals of the Two Tables above.		Running Traffic.		Total Traffic of whole Line.	
	Tons.	Re-ceipts.	Tons.	Re-ceipts.	Tons.	Re-ceipts.	Tons.	Re-ceipts.
1860	6,960	£ 2,346	77,901	£ 56,133	44,364	£ 1,791	129,225	£ 60,270
1861	19,172	4,466	108,664	66,311	50,679	1,982	178,515	72,779
1862	24,315	4,805	106,210	55,857	48,799	12,744	179,324	73,406
1863	11,853	2,194	93,832	67,136	75,327	9,397	181,017	78,727
1864	11,120	2,277	87,026	65,030	53,131	5,975	151,277	73,282
	73,425	16,108	473,633	310,467	272,300	31,889	819,353	353,464

Exceptions.

Grain traffic from 1 to 50 miles, $1\frac{1}{4}d.$ per ton per mile ; 50 to 100 miles, $1\frac{1}{4}d.$ per ton per mile ; 100 miles and upwards, $1d.$ per ton per mile.

Coal $\frac{3}{4}d.$ per ton per mile, with a minimum charge of 7s. 6d.

Guano, from 1 to 50 miles, $1\frac{1}{4}d.$ per ton per mile ; 50 miles and upwards, $1d.$ per ton per mile, with a maximum rate of 10s. per ton.

At the principal seaboard points a reduction of 25 per cent. is made on these rates.

To meet special traffic when in large quantities, it is usual to reduce a class, a similar reduction being made to encourage traffic by through booking arrangements.

NEWRY AND ARMAGH.

	Tons.
Coal	60,523
Timber	25,262
Breadstuff and grain	35,262
Iron	4,500
Iron castings	2,740
Slates	10,087
Flax	15,550
	153,924
Butter and eggs (one year)	2,100

Earnings on the traffic, £8,765.

	Rates per mile.	Terminal.
Coal and slates	$2d.$	$8d.$
Timber and iron	$2d.$	$10d.$
Breadstuff and grain	$2d.$	$10d.$
Butter and eggs	$2\frac{1}{2}d.$	$20d.$
Iron castings	$2\frac{1}{2}d.$	$20d.$
Flax	$2\frac{1}{2}d.$	$20d.$

No change in rates.

NEWRY, WARRENPOINT, AND ROSTREVOR.

By an arrangement with the Steam Packet Company, from from whom the Newry, Warrenpoint, and Rostrevor Company receives nine-tenths of its traffic, the latter Company charges a uniform rate of 1s. per ton, irrespective of classification.

ULSTER.

No Return.

WATERFORD AND LIMERICK.

The 10 principal items of goods traffic are butter, bale goods, breadstuffs, bacon, eggs, earthenware, pigs and cattle, sugar and groceries, porter and ale, timber and pitwood.

Rate per Mile, including terminal Charges.		Down.		Up.	
		May 1864.	September 1864.	May 1864.	September 1864.
<i>d.</i>		Tons. £	Tons. £	Tons. £	Tons. £
2½	Ale and porter -	51 16	38 11	193 41	82 17
2½	Bacon -	5 2	13 4	7 4	13 6
2½	Butter -	9 3	9 3	102 20	137 30
2½	Earthenware -	6 2	3 1	—	—
2½	Eggs -	—	—	24 9	14 5
1½	Grain, raw and manufactured.	1,251 331	1,118 280	439 106	1,189 304
1½	Log timber -	3 —	1 —	33 7	29 6
—	Pitwood -	—	—	604 142	87 21
3½	Soft goods -	9 5	9 4	2 2	2 2
2½	Sugar -	31 7	16 4	5 1	2 —
3½	Tea -	8 4	8 3	1 —	1 —
3½	Wine and whiskey.	13 4	8 3	7 3	4 2
		1,386 374	1,223 313	1,447 335	1,560 393

Special Rates for some of the Articles in this List.

	Per ton.	Per mile.
<i>Ale and Porter :—</i>	<i>s. d.</i>	
Between Waterford and Clonmel -	3 9	1.61
From Clonmel to Bansha. -	4 2	2.50
From Clonmel to Tipperary -	4 2	2.00
From Clonmel to Limerick -	7 0	1.71
<i>Grain :—</i>		
Between Waterford and Clonmel -	3 9	1.61
Between Waterford and Tipperary -	6 0	1.38
Between Carrick and Clonmel -	2 9	2.36
Between Clonmel and Cahir -	2 9	3.00
From Limerick to Clonmel -	6 0	1.47
<i>Pitwood :—</i>		
From Cahir to Waterford -	4 9	1.46
From Bansha to Waterford -	4 9	1.19
From Boher to Waterford -	4 9	0.95
<i>Whiskey :—</i>		
From Limerick to Clonmel -	7 0	1.71

The goods rates have undergone little or no change within the last five years.

WATERFORD AND TRAMORE.

Gross Earnings from Goods Traffic.

1860	£ 232
1861	263
1862	319
1863	346
1864	248
	£1,408

From Waterford to Tramore.

	Per mile.
About 2,500 tons coal, at an average terminal rate of 9d. per ton	94 - $1\frac{1}{4}$
About 9,000 tons stone, &c. at an average terminal rate of 9d. per ton	338 - $1\frac{1}{4}$
About 6,000 tons general merchandise, not classified, at an average terminal rate of 2s. per ton	600 - $3\frac{1}{2}$

From Tramore to Waterford.

About 3,700 tons general merchandise, not classified, at an average terminal rate of 2s. per ton	370 - $3\frac{1}{2}$
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RETURN No. 5.

PARTICULARS as to PASSENGER FARES and PARCELS.

BELFAST AND COUNTY DOWN.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares per mile charged.	d. 1'56	d. 2'25	d. 1'12	d. 1'66	d. 0'72	d. 1'19	NIL.	NIL.
Highest do. do.	2'	4'	1'50	3'	1'	2'	"	"
Lowest do. do.	1'09	1'63	0'81	1'13	0'54	0'81	"	"
Maximum Parliamentary fares.*	2½	—	1½	—	0½	—	"	"

Places between which the highest passenger fare is charged?

For a few short distances under five miles.

Places between which the lowest passenger fare is charged?

Between Belfast and Donaghadee, and Belfast and Newtownards.

Are market tickets issued? If so, between what places, and at what proportion of the single fare?

Third-class return tickets at a fare and half are issued between Belfast and all stations more than eight miles distant therefrom, daily, and to and from Downpatrick, Crossgar, Ballynahinch, and Saintfield, on market and fair days.

PARCELS.—What are the rates for parcel traffic, according to weight and distance?

		Under 3 lbs.		3 lbs. to 14 lbs.		14 lbs. to 28 lbs.		28 lbs. to 56 lbs.		And for every 14 lbs. or Fraction of 14 lbs. above 56 lbs.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
Under 10 miles	-	0 3	0 3	0 4	0 4	0 6	0 6	0 6	0 6	0 ½
10 to 16 "	-	0 3	0 4	0 6	0 6	0 8	0 8	0 8	0 8	0 1
17 to 22 "	-	0 4	0 5	0 6	0 6	0 8	0 8	0 8	0 8	0 1½
23 to 33 "	-	0 4	0 6	0 8	0 8	0 10	0 10	0 10	0 10	0 2

These rates include delivery in Belfast within the municipal lamps, and lamps of Ballymacarrett. Delivery to the distance of half a mile beyond the lamps, 3d. extra.

BELFAST AND NORTHERN COUNTIES.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares per mile charged.	d. 2	d. 3	d. 1½	d. 2½	d. 0¾	d. 1½	NIL.	NIL.
Highest do. do.	2½	3½	1½	2½	0¾	1½	"	"
Lowest do. do.	1½	2½	1½	2	0¾	1½	"	"
Maximum Parliamentary fares.†	3	—	2	—	1	—	"	"

Places between which the highest passenger fare is charged?

Belfast and Ballymena.

Places between which the lowest passenger fare is charged?

Belfast and Antrim.

* The maximum Parliamentary fares, stated in *italics*, have been taken from the Acts of Parliament, not being returned by this Company.

† The maximum by Londonderry and Coleraine Act (15 Vict. c. 43.) is 1st class, 2½d.; 2nd class, 1½d.; and 3rd class, 1d.

Are market tickets issued? If so, between what places, and at what proportion of the single fare?

Ballyclare and Ballynure to Belfast every Friday, and on fair days (monthly).

Stations on Cookstown Branch to Magherafelt every Thursday, and Cookstown every Saturday, and to Moneymore on monthly fair days.

Ballymena, Glarryford, Bellaghy, Dunloy, and Ballymoney to Ballymena on Saturdays.

Larne to Ballymena on Friday evenings, available up to Monday.

The above are issued by all classes at single fares.

Market tickets, Eglinton, and Carricul to Londonderry on Wednesdays and Saturdays, 3rd class, 1s.

PARCELS.—What are the rates for parcel traffic, according to weight and distance?

		PARCELS.*								Excess Luggage.
		Not exceeding 1 lb.	2 to 7 lbs.	8 to 14 lbs.	15 to 28 lbs.	29 to 43 lbs.	44 to 56 lbs.	Every further 14 lb. or part.		
Under 10 miles	-	d. 3	d. 4	s. d. 0 4	s. d. 0 5	s. d. 0 5	s. d. 0 6	d. 1	d. 3	
10 to 25 "	-	4	6	0 6	0 7	0 8	0 9	2	3	
26 to 55 "	-	4	6	0 7	0 9	0 10	1 0	3	6	
56 to 75 "	-	6	7	0 9	1 0	1 3	1 6	4	9	
76 to 95 "	-	6	8	0 10	1 3	1 6	1 10	5	9	
96 miles and upwards.	-	6	9	1 0	1 6	1 9	2 0	6	9	

CORK AND BANDON AND KINSALE JUNCTION.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares per mile charged.	d. 2'06	d. 3'01	d. 1'51	d. 2'38	d. 0'92	d. 1'57	d. 0'50	
Highest do. do.	3'58	3'60	2'06	4'44	1'71	2'55	0'50	
Lowest do. do.	1'75	2'55	1'27	2'08	0'81	1'2½	0'50	
Maximum Parliamentary fares.	3	—	2	—	1'50	—	—	Not issued.

Places between which the highest passenger fare is charged?

Innoshannon and Bandon, Innoshannon and Upton, 1st and 2nd class; and Ballinhassig and Waterfall, 3rd class, single fares.

Cork and Ballinhassig, 1st class; Innoshannon and Bandon, and Innoshannon and Upton, 2nd class; and Waterfall and Ballinhassig, 3rd class, return fares.

Places between which the lowest passenger fare is charged?

Cork and Ballymartle, and Cork and Farrangalway, 1st class, single.

Same stations, 2nd and 3rd class, single; also 1st, 2nd, and 3rd class, return.

Are market tickets issued? If so, between what places and at what proportion of the single fare?

No.

PARCELS.—What are the rates for parcel traffic, according to weight and distance?

Parcels under 7 lbs. weight are conveyed, irrespective of distance, for 4d. each; 7 to 14 lbs., 6d.; 15 to 21 lbs., 8d.; 22 to 28 lbs., 10d.; 29 to 56 lbs., 1s.; and for every additional 7 lbs. or part of 7 lbs. is charged 1d.

* Including all charges for collection and delivery in Belfast and the chief towns (Londonderry excepted). No charge made for booking. Bread conveyed from any station to any station; under 25 miles, 28 lbs. and under, 4d., and 2d. for each additional 14 lbs.; and above 25 miles, 28 lbs., 6d., and 3d. for each additional 14 lbs. Fish conveyed by passenger trains, under 50 miles, 1s. per cwt.; 50 miles and upwards 1s. 6d. per cwt. Milk conveyed by any train, under 25 miles, 3d. per gallon; above 25 miles, 4d. per gallon. Minimum charge, 4d. Empty cans returned free.

CORK, BLACKROCK, AND PASSAGE.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares per mile charged.	d. 1'79	d. 2'60	d. 1'38	d. 1'96	d. 0'81	d. 1'22	Nil.	Nil.
Highest do. do.	2½	3½	1½	2½	1	1½	"	"
Lowest do. do.	1½	2	1	1½	0½	0½	"	"
Maximum Parliamentary fares.*	3	—	2	—	1	—	"	"

Places between which the highest passenger fare is charged?

Cork and Passage.

Places between which the lowest passenger fare is charged?

Cork and Blackrock.

Are market tickets issued? If so, between what places and at what proportion of the single fare?

From Blackrock and Cork, two miles, 3rd class return at single fare, 2d.

PARCELS.—What are the rates for parcel traffic, according to weight and distance?

	Not exceeding 6 lbs.	7 to 27 lbs.	28 to 56 lbs.	56 to 112 lbs.
Between Cork and Blackrock, 2 miles.	d. 2	d. 2	d. 3	d. 4
Between Cork and Passage, 6½ miles	2	3	4	6

DUBLIN AND BELFAST JUNCTION.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares per mile charged.	d. 2'30	d. 3'45	d. 1'72	d. 2'58	d. 0'98	d. 1'48	Nil.	Nil.
Highest do. do.	2'60	3'90	1'80	2'70	1'00	1'50	"	"
Lowest do. do.	1'33	2'50	1'00	1'50	0'66	0'99	"	"
Maximum Parliamentary fares.	3	—	2	—	1	—	"	"

Places between which the highest passenger fare is charged?

Drogheda and Dunleer (10 miles).

Places between which the lowest passenger fare is charged?

Newry and Goragh Wood, Dundalk and Castlebellingham, Scarva and Banbridge.

Are market tickets issued? If so, between what places, and at what proportion of the single fare?

Dunbar to Drogheda, and Dunleer and Castlebellingham to Dundalk. Single third-class fare for the return journey.

PARCELS.—What are the rates for parcel traffic, according to weight and distance?

From Drogheda to	Miles.	Up to 14 lbs.	Up to 56 lbs.	Up to 112 lbs.
Dunleer - - - - -	10	d. 6	s. d. 0 6	s. d. 0 8
Castlebellingham - - - - -	15½	6	0 7	0 9
Dundalk - - - - -	22½	6	0 8	0 10
Newry - - - - -	37½	6	0 10	1 0
Goragh Wood - - - - -	40½	6	0 10	1 0
Poyntzpass - - - - -	45½	6	0 10	1 2
Scarva - - - - -	48	6	0 10	1 2
Laurencetown - - - - -	52	6	1 0	1 4
Banbridge - - - - -	55	6	1 0	1 4
Tanderagee - - - - -	50½	6	1 0	1 4
Portadown - - - - -	56	6	1 0	1 4

DUBLIN AND DROGHEDA.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fare per mile charged.	d. 1'565	d. 2'347	d. 1'168	d. 1'752	d. 0'753	d. 1'129	d. 0'308½	—
Highest do. do.	2	3	1'5	2'25	1	1'5	—	—
Lowest do. do.	1'225	—	0'918	—	0'612	—	—	—
Usual excursion fares.	—	0'381	—	0'254	—	0'169	—	—
Occasional do. -	—	—	—	—	—	0'126	—	—
Maximum Parliamentary fares.*	2½	—	1½	—	1	—	—	—

Places between which the highest passenger fare is charged?

Generally all stations.

Exceptions:—Dublin and Navan, Dublin and Kells, Dublin and Virginia Road, Dublin and Oldcastle.

Places between which the lowest passenger fare is charged?

Dublin and Howth, Dublin and Malahide, Dublin and Navan, Dublin and Kells, Dublin and Virginia Road, Dublin and Oldcastle.

Are market tickets issued? If so, between what places, and at what proportion of the single fare?

None. On Sundays all through the year return tickets are issued between all stations at single fares.

PARCELS.—What are the rates for parcel traffic, according to weight and distance?

	To 7 lbs.	To 14 lbs.	To 28 lbs.	To 56 lbs.	To 1 cwt.	To 1½ cwt.	To 2 cwt.
Under 10 miles - -	d. 4	s. d. 0 6	s. d. 0 9	s. d. 0 9	s. d. 1 0	s. d. 1 3	s. d. 1 6
" 60 " - -	6	0 9	1 0	1 6	2 6	3 6	4 6
Above 60 " - -	9	1 0	1 4	2 0	3 4	4 6	6 0

DUBLIN AND MEATH.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares per mile charged.	d. 1'98	d. 2'99	d. 1'48	d. 2'23	d. 0'98	d. 1'48	d. 0'98	d. 1'48
Highest do. do.	2'12	3'27	1'63	2'54	1'09	1'63	1'00	1'63
Lowest do. do.	1'28	1'92	0'96	1'50	0'64	1'07	0'64	1'07
Maximum Parliamentary fares.	3'00	—	2'00	—	1'00	—	1'00	—

Places between which the highest passenger fare is charged?

Trim and Kilmessan.

Places between which the lowest passenger fare is charged?

Kells and Athboy.

Are market tickets issued? If so, between what places, and at what proportion of the single fare?

Yes; at single fares as below:—

	Single.			Return.		
	1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.
Between Trim - - - - -	s. d. 1 0	s. d. 0 9	s. d. 0 6	s. d. 1 6	s. d. 1 2	s. d. 0 9
Athboy { Kilmessan - - - - -	2 0	1 6	1 0	3 0	2 3	1 6
and { Bective - - - - -	2 0	1 6	1 0	3 0	2 6	1 6
{ Navan - - - - -	2 0	1 6	1 0	3 0	2 6	1 6
{ Kells - - - - -	3 0	2 3	1 6	4 6	3 6	2 6
Between Kilmessan - - - - -	1 0	0 9	0 6	1 6	1 2	0 9
Trim and { Bective - - - - -	1 6	1 0	0 8	2 3	1 6	1 2
{ Navan - - - - -	1 6	1 0	0 8	2 3	1 6	1 2
{ Kells - - - - -	3 0	2 3	1 6	4 6	3 6	2 3
Between Bective - - - - -	0 6	0 4	0 3	0 9	0 6	—
Kilmessan { Navan - - - - -	1 0	0 9	0 6	1 6	1 2	0 9
and { Kells - - - - -	2 6	2 0	1 4	4 0	3 0	2 0
Between { Navan - - - - -	0 6	0 4	0 3	0 9	0 6	—
Bective and { Kells - - - - -	2 0	1 6	1 0	3 0	2 6	—
Between Navan and Kells - - - - -	2 0	1 6	1 0	—	—	—

Parcels between any two of the above stations (except between Navan and Kells) under 28 lbs., 4d.; under 56 lbs., 6d.

* The maximum Parliamentary fares, stated in *italics*, have been taken from the Acts of Parliament, not being returned by this Company.
† Harvesters.

PARCELS.—What are the rates for parcel traffic, according to weight and distance?

PARCELS by Passenger Trains.

		Not exceeding			For every additional 14 lb. or part of 14 lbs. above 28 lbs.
		7 lbs.	14 lbs.	28 lbs.	
		d.	d.	d.	d.
Between Dublin and	Dunboyne, and not exceeding 10 miles.	4	6	6	1½
	Batterstown " 20 miles	6	6	8	3
	Drumree " 20 "	3	4	6	3
	Kilmessan " 24 "	6	8	8	3
	Bective " 27 "	6	8	9	3
	Navan or Trim " 30 "	6	8	10	3
	Kells or Athboy " 40 "	6	9	12	3

These rates include delivery in Dublin when charged 6d. and upwards.

BREAD by Passenger Trains.

		Not exceeding			
		14 lbs.	28 lbs.	56 lbs.	112 lbs.
		d.	d.	d.	d.
10 miles and under	-	3	4	6	8
20 "	-	4	6	8	10
40 "	-	6	6	9	12

MILK, in quantities of eight gallons and upwards, under 25 miles, ½d. per gallon; above 25 miles, ¾d. per gallon.

DUBLIN, WICKLOW, AND WEXFORD.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	d.	d.	d.	d.	d.	d.	Nil.	Nil.
MAIN LINE.								
Average fares per mile charged.	1'99	2'76	1'50	2'80	0'98	1'38	Nil.	Nil.
Highest do. do.	2	3	1'50	2'24	1	1'50	"	"
Lowest do. do.	1'99	2	1'50	1'50	0'50	1	"	"
Maximum Parliamentary fares.*	3	—	2	—	1	—	—	—
KINGSTOWN LINE.								
Average fares per mile charged.	2'15	3'16	1'62	2'30	0'96	1'60	Nil.	Nil.
Highest do. do.	2'31	3'46	1'68	2'52	1'05	1'68	"	"
Lowest do. do.	2	2'32	1'33	1'66	0'50	1'32	"	"
Maximum Parliamentary fares.*	3	—	2	—	1	—	—	—

Places between which the highest passenger fare is charged?

Main line. Harcourt St. and Enniscorthy.

Kingstown line. Westland Row and Seapoint.

Places between which the lowest passenger fare is charged?

Main line. Harcourt St. and Bray.

Kingstown line. Westland Row and Kingstown.

Are market tickets issued? If so, between what places, and at what proportion of the single fare?

Yes; from Dublin to each station to Kingstown inclusive, and from these stations to Dublin on Kingstown line.

From Dublin to each station to Bray inclusive, and from these stations to Dublin on main line.

At about half the single fare.

PARCELS.—What are the rates for parcel traffic, according to weight and distance?

		Light Parcels.										Heavy Parcels.
		Up to 7 lbs.	8 to 14 lbs.	15 to 28 lbs.	29 to 56 lbs.	57 to 84 lbs.	85 to 112 lbs.	Every fraction of 14 lbs. or part of 14 lbs.	14 lbs.	14 lbs.	14 lbs.	
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
Not exceeding 12 miles.		0 3	0 4	0 5	0 6	0 8	0 10	0 10	0 1	0 8	per cwt.	
Above 12 and under 30 miles.		0 4	0 6	0 8	1 0	1 2	1 4	0 1	1 0	1 0	"	
30 and under 50 miles.		0 6	0 8	0 10	1 4	1 6	2 0	0 2	1 6	1 6	"	
50 and under 80 miles.		0 9	1 0	1 2	1 6	2 0	2 6	0 3	2 0	2 0	"	
Dublin and Wexford, including collection and delivery.		1 0	1 4	1 8	2 0	2 6	3 6	0 4	2 6	2 6	"	

GREAT SOUTHERN AND WESTERN.

		1st Class.		2nd Class.		3rd Class.		4th Class.	
		Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
		d.	d.	d.	d.	d.	d.	nil.	nil.
Average fares per mile charged.		2'20	3'30	1'65	2'48	1	1	nil.	nil.
Highest do. do.		2'20	3'30	1'65	2'48	1	1	nil.	nil.
Lowest do. do.		2'20	3'30	1'65	2'48	1	1	nil.	nil.
Maximum Parliamentary fares.*		3	—	2	—	1	—	—	—

Places between which the highest passenger fare is charged?

See above.

Places between which the lowest passenger fare is charged?

See above.

Are market tickets issued? If so, between what places, and at what proportion of the single fare?

Market tickets are not issued.

PARCELS.—What are the rates for parcel traffic, according to weight and distance?

Distances.	To 7 lbs.	To 14 lbs.	To 28 lbs.	To 42 lbs.	To 56 lbs.	To 70 lbs.	To 84 lbs.	To 98 lbs.	To 112 lbs.	Every further 14 lbs. or part of 14 lbs.
Up to 15 miles	each. s. d.	each. s. d.	each. s. d.	each. s. d.	each. s. d.	each. s. d.	each. s. d.	each. s. d.	each. s. d.	s. d.
" 50 "	0 6	0 8	0 10	1 0	1 2	1 4	1 6	1 8	1 10	0 2
" 100 "	0 6	0 9	1 0	1 3	1 6	1 9	2 0	2 3	2 6	0 3
" 150 "	0 8	1 0	1 4	1 9	2 2	2 6	2 8	3 0	3 4	0 4
Above 150 "	1 0	1 3	1 8	2 2	2 6	3 0	3 4	3 8	4 2	0 5

IRISH NORTH-WESTERN.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	d.	d.	d.	d.	d.	d.	nil.	nil.
Average fares per mile charged.	2	3	1½	2½	1	1½	nil.	nil.
Highest do. do.	—	—	—	—	—	—	—	—
Lowest do. do.	—	—	—	—	—	—	—	—
Maximum Parliamentary fares.*	3	4	2	4	1	—	—	—

Places between which the highest passenger fare is charged?

The above is the scale on which all the ordinary fares of this Company are intended to be calculated. If there be any variation from it, it is accidental, save in the cases specified below.

Places between which the lowest passenger fare is charged?

Excursion tickets between the principal stations on this Company's system, and Dublin, Killarney, &c. &c., are issued at very low fares.

Are market tickets issued? If so, between what places, and at what proportion of the single fare?

Yes, at about ½d. per mile on market days, between Inniskeen and Dundalk, Rockcree and Clones, Cootehill and Clones. Between Clones, Newtownbutler, Lisnaskea, Maguiresbridge, Lisbellow, Omagh, Fintona, Dromore Road, Lougherstown Road, Ballinamallard, and Enniskillen. Between Ballybay, Rockcorry, Cootehill, and Monaghan. Between Ballybay, Rockcorry, Cootehill, and Armagh, and between Dromore Road and Omagh.

PARCELS.—What are the rates for parcel traffic, according to weight and distance?

Distances.	1 lb.	2 to 7 lbs.	8 to 14 lbs.	15 to 28 lbs.	29 to 56 lbs.	57 to 84 lbs.	85 to 112 lbs.	113 to 140 lbs.	141 to 168 lbs.	169 to 196 lbs.	197 to 224 lbs.	Every further 28 lbs. or part of 28 lbs.
Up to 10 miles	3	4	5	6	7	8	9	10	11	12	13	s. d.
11 to 25 "	4	6	8	9	10	11	12	13	14	15	16	0 1
26 to 50 "	5	8	10	11	12	13	14	15	16	17	18	0 1
51 to 75 "	6	9	11	12	13	14	15	16	17	18	19	0 1
76 to 100 "	7	10	12	13	14	15	16	17	18	19	20	0 1
Above 100 "	8	11	13	14	15	16	17	18	19	20	21	0 1

* The maximum Parliamentary fares, stated in *italics*, have been taken from the Acts of Parliament, not being returned by this Company.

No charge made for delivery of parcels to places within one mile of the Corporation Hall, Londonderry.

MIDLAND GREAT WESTERN.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares per mile charged.	d.	d.	d.	d.	d.	d.	d.	d.
Highest do. do.	2'15	3'22	1'70	2'55	1'10	—	1	—
Lowest do. do.	—	—	—	—	—	—	—	—
Maximum Parliamentary fares.	3	—	2	—	1½	—	—	—
Excursion trains - -	1'0	1'0	—	0'85	—	0'55	—	—

Places between which the highest passenger fare is charged ?

The rate per mile is uniform.

Are market tickets issued ? If so, between what places, and at what proportion of the single fare ?

From all stations to market towns, at a single fare for the double journey.

PARCELS.—What are the rates for parcel traffic, according to weight and distance ?

Distances.	Up to 1 lb.	From 1 lb. to 7 lbs.	From 7 lbs. to 14 lbs.	From 14 lbs. to 28 lbs.	Above 28 lbs.
Under 50 miles -	s. d.	s. d.	s. d.	s. d.	d.
50 to 80 miles -	0 8	0 8	0 10	1 0	0½ per lb. extra.
Over 80 miles -	0 8	0 10	1 2	1 4	0½ " "
	0 8	1 2	1 6	1 8	0½ " "

The above rates include collection and delivery in Dublin.

Parcels exceeding 56 lbs. in weight are forwarded by passenger train at 25 per cent over goods' rates.

NEWRY AND ARMAGH.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares per mile charged -	d.	d.	d.	d.	d.	d.	d.	d.
Highest do. do. -	3	5	1½	2½	1	1½	—	—
Lowest do. do. -	1½	2½	1½	1½	0½	1½	—	—
Maximum Parliamentary fares* -	3	—	2	—	1	—	—	—

Places between which the highest passenger fare is charged ?

Newry and Goragghwood.

Places between which the lowest passenger fare is charged ?

Newry and Armagh.

Are market tickets issued ? If so, between what places, and at what proportion of the single fare ?

Issued between :—

Market Hill and Armagh, return journey at single fares.

Market Hill and Newry " " at 1½ " "

Loughgilly and Armagh " " at 1½ " "

Loughgilly and Newry " " at 1½ " "

PARCELS.—What are the rates for parcel traffic, according to weight and distance ?

Distance.	14 lbs.	28 lbs.	56 lbs.	112 lbs.
Up to 10 miles -	d. 4	d. 6	d. 7	d. 8
Up to 20 miles -	6	8	10	12

NEWRY, WARRENPOINT, AND ROSTREVOR.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares per mile charged.	d.	d.	d.	d.	d.	d.	d.	d.
Highest do. do.	2'16	2'332	1'5	2'5	1	1'5	—	—
Lowest do. do.	1½	2'332	1'166	2	0'833	1'332	—	—
Maximum Parliamentary fares.†	2½	—	1½	—	1	—	—	—

Places between which the highest passenger fare is charged ?

Warrenpoint and Dublin, Belfast, Lisburn, Dungannon, Omagh, Lurgan.

Places between which the lowest passenger fare is charged ?

Warrenpoint and Newry.

Are market tickets issued ? If so, between what places, and at what proportion of the single fare ?

None.

PARCELS.—What are the rates for parcel traffic, according to weight and distance ?

No answer.

ULSTER.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares per mile charged.	d.	d.	d.	d.	d.	d.	d.	d.
Highest do. do.	1'99	2'97	1'49	2'26	0'96	1'44	—	—
Lowest do. do.	3	4½	2	3	1	1½	—	—
Maximum Parliamentary fares.*	3	—	2	—	1	—	—	—

Places between which the highest passenger fare is charged ?

Belfast and Omagh.

Places between which the lowest passenger fare is charged ?

Tren and Moy and Vernersbridge.

Are market tickets issued ? If so, between what places, and at what proportion of the single fare ?

No market tickets issued.

PARCELS.—What are the rates for parcel traffic, according to weight and distance ?

Distance.	2 to 7 lbs.	8 to 14 lbs.	15 to 28 lbs.	29 to 43 lbs.	44 to 56 lbs.	Every further 14 lbs. or part of 14 lbs.
Under 10 miles -	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
10 to 25 miles -	0 3	0 4	0 4	0 5	0 6	0 1
25 to 52 do. -	0 4	0 5	0 6	0 7	0 8	0 2
53 to 75 do. -	0 5	0 6	0 8	0 9	0 11	0 2
	0 8	0 9	0 10	1 0	1 4	0 3

WATERFORD AND LIMERICK

No Return.

WATERFORD AND TRAMORE.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares per mile charged.	d.	d.	d.	d.	d.	d.	d.	d.
Highest do. do.	1'37	1'64	—	—	0'96	1'24	—	—
Lowest do. do.	1'37	1'64	—	—	0'96	1'24	—	—
Maximum Parliamentary fares.*	3	—	2	—	1	—	—	—

Places between which the highest passenger fare is charged ?

No answer.

Places between which the lowest passenger fare is charged ?

No answer.

Are market tickets issued ? If so, between what places, and at what proportion of the single fare ?

Tramore and Waterford, 0'85d.

PARCELS.—What are the rates for parcel traffic, according to weight and distance ?

Terminal rate of 3d. under 56 lbs.

* The maximum Parliamentary fares, stated in *italics*, have been taken from the Acts of Parliament, not being returned by this Company.

† The return of maximum Parliamentary fares, made by this Company, is inaccurate.

APPENDIX AX.

In accordance with a resolution of the Commission, extracts were made of portions of the Evidence which affected several of the Irish railways, and sent to the respective companies with a letter asking if they had any explanations or remarks to make on the same.

The following are the answers received:—

The Midland Great Western Company sent no reply.

The Belfast and Northern Counties Company expressed a wish that their manager, Mr. Cotton, should be examined in explanation, and his evidence will be found in the proper place.

No. 1.—CORK AND BANDON RAILWAY.

Extracts of Evidence sent to the Company.

2090. (*Chairman.*) Can you name any other description of traffic which you think would be developed in Ireland by low fares?—I would say generally that there might be a large traffic in most articles of agricultural produce. More cattle, for example, would be sent upon the railways than now. On the Bandon line no cattle are now carried; they are all walked from Bandon to Cork.

2091. (*Capt. Galton.*) Have they ever been carried on that line?—They have to some small extent.

2092. Is the fare higher now than it was then?—Much higher.

6384. Have you had abundant opportunities of forming an opinion as to the system under which the Cork and Bandon railway has been managed?—Yes, for years.

6385. Will you state your opinion to the Commission as to whether that railway has been managed in a manner either most profitable to the shareholders or most advantageous to the public?—My opinion is that it has not been so managed, which has been very much owing to the great original cost of the railway. The shareholders have no direct interest, and they feel that they have none in the line. It has consequently got into the hands, I believe, of the preference shareholders, who cannot increase their profits from it beyond a certain point. I believe that that is the cause very much of the inefficient manner in which the railway is worked.

6386. Do you think that the directors have no interest whatever in endeavouring to increase the traffic beyond its present amount?—No, I think that they have no interest, and no hope of getting more on their original shares, which are a 5 per cent. security, and they have no object in working it up beyond that very much.

6387. Is it your opinion that there are sources of traffic which are undeveloped and which traffic might be brought into that railway?—I think so.

6388. Of what character is it?—General agricultural produce. The town of Bandon is within 20 miles of Cork, and it is a very common practice for the farmers there to send their farm produce by their own conveyances to Cork, and I feel certain that if there was a better system of management a great deal of that produce could be brought on to the railway.

6389. Are complaints made that the charges for the carriage of agricultural produce on the Cork and Bandon line are so high as to prevent the farmers from sending their produce to market?—Certainly. They want a system in Cork for the purpose of conveying agricultural produce to the markets, and there should be an organized system for bringing the produce to the markets from the railway station. The railway company have not a good system at work; they have for the butter, but I do not think they have for the corn; and even with the butter it is a general complaint that it is rather late in the market.

6390. Have you ever considered whether, if that railway were in the hands of parties who leased it, they could work it with advantage and profit, and whether there are means by which the traffic upon the line could be largely increased?—I have not the slightest doubt of it.

6391. (*Lord Donoughmore.*) There are some extension lines, I believe, in the course of construction from the Cork and Bandon line towards the western counties?—Yes.

6392. Can you give any evidence as to the effect which the condition of the Cork and Bandon Company has had upon those extensions, or is it the fact that the condition of the Cork and Bandon Company has had the effect of impeding the construction of further extensions towards the western counties?—I have no doubt of it; they have not entered heartily into those extensions as they would do if their interest was directly in the line.

Replies received.

2090. We carried for the year 1864, 1,286 cattle, 2,125 sheep, 33,896 pigs; our charges are moderate and no complaints; but on short lines such as the Cork and Bandon Railway light cattle are seldom carried, the distance being by road only about 13 miles.

6385, 6386. This is not the fact, as the directors (seven) hold over 400 original shares, besides preference.

6388. Every facility is given, but the bulk of the farmers living adjacent or beyond Bandon sell in that town, there being several buyers who again ship at Collier's Quay, a small creek within three or four miles of Bandon, or send by railway to Cork, as may be their convenience. Our rate is low, only 3s. 6d. per ton; we conveyed for the year 1864, 2,868 tons inwards.

6389. This is not the case, the corn in Cork is not generally taken to the market, as it is sold there by sample, and when sold carted from railway terminus to the corn stores of buyer. Butter on the contrary must go to the market to be qualified. Charges as low as any other line (20 miles in Ireland) and cheaper than some.

No. 1.—Cork and Bandon Railway—*continued.**Extracts of Evidence sent to the Company.**Replies received.*

6393. Are the shareholders quite content to leave the management of the line in the hands of those representing only the preference shares?—I suppose that they have no hope of getting anything for their shares, as they are unsaleable in the market, and there is very little hope of their getting anything like a dividend on the original shares, and they therefore take no interest in the thing.

6394. (*Mr. Hamilton.*) Do you think that the directors derive their qualification from the preference shares only?—No, I do not think that; I suppose that they are qualified by being holders of original shares, although they are so worked that a gentleman holding 1,000*l.* worth of them can qualify any person he pleases.

6397. (*Mr. Horsfall.*) You have spoken of the original cost of the line as being very heavy, can you state what it was per mile?—I cannot say, but I believe it was between 17,000*l.* and 20,000*l.* a mile for a single line, and carried through a country giving hardly any business, as between Cork and Bandon.

6398. (*Lord Stanley.*) Is it not the fact that this is a line of railway that never ought to have been made, and for which there was not sufficient traffic to maintain it?—I can hardly say that, but if it were made now, I believe that it could be made for 6,000*l.* or 8,000*l.* a mile.

6401. (*Sir R. Hill.*) What was the cause of the excessive expenditure upon the line?—It is taken over a mountain, and they had an immense deal of cutting and viaducts, and all sorts of tunnels, and it was a very expensive line to make.

6402. Was there any waste of money beyond that which arose from taking an improper route?—There were two or three competing lines, and there was much money wasted in engineering and law expenses.

6403. (*Lord Donoughmore.*) Was not the engineer a very incompetent man?—I believe so. He had had no experience in railway work.

6466. What was the original cost of the line?—The whole cost of the line was about 325,000*l.* for 20 miles of railway, and that was about 18,000*l.* a mile.

6467. For a single line?—Yes; that was the amount of share capital that was made away with. But it was in endless difficulties before it was opened. It was for many years almost an insolvent concern. The chairman committed suicide, and the shareholders gave it up, and it was at last taken up by the preference shareholders only, who obtained some exclusive powers enabling them to appoint directors, and they contrived to get the line opened.

6468. The railway is at present managed by persons who are preference shareholders?—By the first preference shareholders, who hold 48,000*l.* of capital. They have the entire management of the whole thing.

6469. Where do the directors reside?—They reside in Dublin chiefly. Mr. Valentine O'Connor, one of the directors of the Great Southern and Western Railway, is the chairman, and Mr. Greere, I think, is vice-chairman; but none of them are local people. I believe there are one or two local directors in Cork, but it is only as directors appointed by the preference shareholders that they manage things as they are managed.

6476. I suppose those shares representing 175,000*l.* of original capital have no price in the market?—Only about 10*l.* for a 50*l.* share, the want of any extensions very much influencing the value of them. I believe that the greater part of them are now held by persons who have bought them at the rate of from 10*l.* to 12*l.* for a 50*l.* share, and very few original shareholders remain in the company at all.

6480. Your complaint, I understand, is this; that the present managers of this railway, from the fact of being interested only in 48,000*l.* of preference capital, upon which they receive a dividend, have no interest in developing the traffic?—That is the real source of our difficulty in the western parts of the county. If there was a solvent company, having the management in its hands, inasmuch as the whole of the traffic from additional extensions must pass over the line, they would promote extensions to a much greater extent for that purpose.

6481. Has the policy of the present managers been to prevent, or stand in the way of extensions?—Not at all; it is only because they are in a dead lock; they say "we have no money;" that is the regular answer that is given.

6490. I perceive in an account rendered from the Exchequer Loan Commissioners that the company is in arrear to them, both with regard to principal and interest. Do they not take care to have the first charge paid?—I have watched the accounts for many years, and I have never observed that the first preference shareholders have not got their dividends. The second preference shareholders have been many times without them.

6491. (*Mr. Horsfall.*) Do not the Exchequer Loan Commissioners take precedence of the preference shareholders?—I think the Exchequer Loan Commissioners have got their interest.

6394. None of the directors have a fictitious qualification, each of the seven directors holding from 50 to 60 originals each, besides preference shares.

6397. Though this line is only laid for a single line, it is to be borne in mind that we have purchased land for a double line, and that all our works, such as tunnels, bridges, with the exception of the Innoshannon viaduct which is iron work, are made for a double line.

6398. The traffic receipts have increased from the opening of the line 8*l.* 5*s.* per mile to nearly 20*l.* per mile.

6401. The railway panic set in when the line was at its commencement, shareholders became frightened, transferred to paupers, calls were not responded to, financial embarrassment consequent thereon and credit contract at ruinous prices to furnish the line, and litigation.

6402. There was no competing line before Parliament, there was opposition by landlords of course, one of whom had to be paid 1,000*l.*

6467. The preference shareholders have obtained no exclusive power.

6468. The directors are original shareholders, as well as preference, 415 original shares being in their hands.

6469. There are four directors in Dublin, and three in Cork; it is incorrect the statement of their being appointed by preference shareholders, 78,000*l.* preference, against 240,000*l.* originals.

The former form the board, and the latter a committee to attend to the traffic and working of the railway.

The directors hold 20,750*l.* original stock, and 11,825*l.* No. 1 and 2 preference.

6476. There are a good many shareholders who took those shares originally and paid 50*l.* per share on the register; the price for the last four or five years varied from 14*l.* to 18*l.* They are now 14*l.*

6481. The directors were always most anxious to extend, and invariably received great opposition from the landed gentry. The various attempts cost the company 11,740*l.*

6490. The Exchequer Loan Commissioners have been paid both principal and interest to last May; the amount of loan was 31,000*l.* out of which they have been paid by yearly instalments, 18,911*l.*

One year's interest due to the No. 2 preference shareholders.

6491. The interest paid with each instalment four times a year.

No. 1.—Cork and Bandon Railway—*continued*.*Extracts of Evidence sent to the Company.*

6492. (*Mr. Glyn.*) According to the return I have before me, they certainly appear to be in arrear. The total advance made by the Exchequer Loan Commissioners to the Cork and Bandon Company amounts to 35,000*l.*; the company have repaid part of that amount, but there is a balance outstanding, and there is an arrear upon the principal and also upon the interest. I therefore cannot understand how the preference shareholders could have received their dividends?—I can state as a fact that I have watched the accounts very closely, and that there has never been for years past any statement that the first preference shareholders did not receive their interest somehow; the second, or number two, preference shareholders have continually gone without their interest. In the account that I obtained, it did not distinguish between the amount owing to the Exchequer Loan Commissioners and what they called mortgage loans; they were all put together, and they amounted to 71,000*l.*

6494. Who elects the directors?—I believe the preference shareholders exclusively.

6509. You would deal with the preference shareholders?—Yes, exclusively. If it was a landed proprietor's estate which had had a first mortgage upon it for 15 years, it would be wound up.

6510. You mean that you must buy them up?—No doubt.

6511. You must pay them off or deal with them at the price at which they will sell?—Yes; but I imagine that they have never been well pleased with their bargain, and I do not think that it has been looked upon as a very valuable security.

6512. And you would improve the security by the fact of paying them off?—Yes.

6513. (*Chairman.*) What price do the preference shares fetch in the market?—I do not know; they are so seldom sold, being in so few hands, and representing so small an amount, 48,000*l.*

6514. (*Mr. Glyn.*) Are the directors selected exclusively from the preference shareholders?—I believe so. I wish to add that the present actual traffic on the Cork and Bandon of 20,000*l.* per annum proves clearly that the traffic of the West Riding would be sufficient to pay a fair interest on all extensions that are required to give full railway accommodation to the whole district. If such extensions were made at a moderate cost, say 6,000*l.* per mile, and if the incubus of the extravagant cost of the existing lines could be arranged.

Replies received.

6492. The amount of loan to be paid to the Loan Commissioners, 12,676*l.* 10*s.* 0*d.*, in yearly instalments of 1,882*l.* 7*s.* 0*d.*, with interest on loan.

INTEREST STATEMENT, 30th JUNE, 1865.

	Amount.	Rate of Interest.	Annual Interest.
	£ s. d.	Per cent.	£ s. d.
By amount borrowed from Public Works Loan Commissioners on Mortgage -	12,676 10 0	4	507 1 2
By Amount borrowed on Debentures issued -	1,300 0 0	4½	58 10 0
Do. do. -	45,500 0 0	5	2,275 0 0
Do. do. -	12,200 0 0	6	732 0 0
Do. do. -	—	—	—
By amount received for 831 Perpetual Debenture Shares of 10 <i>l.</i> each, being part of the Debenture Debt, and bearing interest at the rate of 4 <i>l.</i> per cent. per annum -	8,310 0 0	4	332 8 0
By Balance Debentures, or Debenture Shares on hand for issue -	79,986 10 0	—	3,904 19 2
	13 10 0	—	—
	80,000 0 0	—	—

6494. No such thing; the shareholders generally.

6511. The No. 1 preference shares excellent security, 5½ per cent. per annum; always at a premium in the market.

6513. The No. 1 preference shares are 6*l.* 5*s.* paid in full; sell from 6*l.* 12*s.* 6*d.* to 7*l.* per share.

6514. They are not; nor could it be done.

No. 2.—DUBLIN AND BELFAST JUNCTION RAILWAY.

2074. (*Mr. Horsfall.*) Have you heard any complaints in Ireland as to the unequal rate of charges between town and town?—Yes; as an instance I may mention the case of the Mining Company of Ireland. We have only one smelting works in the whole country, namely, the smelting works for lead and silver near Dublin. Considerable quantities of sheet and pipe lead, shot and red lead are made there. The margin for profit must be very narrow, considering that we have to import the coal, and have to pay for labour, labour being dearer in Ireland than it is in England, although, and indeed because, the wages are so much lower. The rate from Dublin to Newry by rail is 15*s.* per ton for lead, and the rate to Belfast is 12*s.* by rail. It is cheaper to send it the whole of the way to Belfast than to the intermediate station of Newry.

2075. What is the mileage to Newry?—It is very nearly 70 miles to Newry, and 113 miles to Belfast.

2076. (*Mr. Glyn.*) Is that inequality caused by the competition of the railways?—There are three lines in that distance. It is carried 113 miles for 12*s.*, and by steamer for 10*s.* 1*d.*, and it is carried to Newry, which is not quite 70 miles, by rail for 15*s.*

4964. (*Chairman.*) You are, I believe, the secretary of the Newry and Armagh Railway Company?—Yes.

4965. Have you any statement to make with reference to the traffic on your railway?—Our traffic is very seriously interfered with by the competitive measures of the companies with which we are connected. The Ulster Company, which joins us on the north, has possession of a line from Belfast to Monaghan and Clones; and then the Dublin and Belfast Junction Company, which is one of the lines between Dublin and Belfast, joins us at the southern end; and between those two companies a system has been pursued for the purpose of diverting the traffic from our line. The existing lines between Newry and Armagh may be described as a triangle, of which our line forms the hypothenuse, there being communication *via* Portadown by the other two sides. Of course we have the opportunity of carrying the traffic at much lower rates than the other

2074. The rates for street and pipe lead from Dublin to Belfast by sea is 10*s.* per ton, exclusive of charges for landing, &c.; and by rail it is 12*s.* 6*d.* per ton.

The rate from Dublin to Newry main line is 14*s.* 10*d.* per ton for lots under three tons, and 12*s.* 9*d.* for lots of three tons and upwards.

2075. The distance from Dublin to Newry main line station is 69½, and to Belfast 113 miles.

2076. For several years after the railway was opened through to Belfast there was a very keen competition between the railway companies and the City of Dublin Steam Packet Company for the traffic, during which goods were carried at little more than nominal rates by both sea and rail. Ultimately an arrangement was made, and the rates were increased, but still remained considerably under those to other places by rail. There being no competition of this nature between Dublin and Newry, the ordinary rates were not disturbed, and hence the difference between them and the rates to Belfast.

No. 2.—Dublin and Belfast Junction Railway—*continued*.*Extracts of Evidence sent to the Company.**Replies received.*

companies, and if we were not interfered with we should, I may say, command the entire of it. We have applied to them for through rates over our system to the various stations with which we do business, but that has been refused, with the exception of to and from the town of Newry. They agreed upon through rates with us in reference to Newry, but upon the new section of our line, which is between Goragh Wood and Armagh, which was opened in August last, they have refused us.

4966. (Mr. Glyn.) They will take any traffic from you which you give them which goes from Newry to Armagh, but they will not give you any traffic at Armagh to take to Newry?—No, except that which they cannot avoid. They will send it round by the old route, that is by Portadown. Our business communications and the trade of the port of Newry lie very much in the Monaghan and Clones districts, to which we have no independent access. The Ulster Company wish to draw the trade to Belfast, and they do that by giving low rates to merchants in that locality, and refusing the Newry and Armagh Company.

4967. What is the class of traffic that comes from Monaghan and Clones?—That is chiefly inwards traffic from Newry. There is not much export trade from that district to Newry. The trade consists chiefly of importations from Newry.

tion of that line there has been through rates and arrangements, and a free interchange of traffic, for the last ten years.

Traffic from Newry for Armagh and other stations on the Ulster Railway was sent *viâ* Portadown, the only route open until August 1864, when the line between Goragh and Armagh was opened.

As the Dublin and Belfast Junction and the Ulster Company had afforded facilities for developing the traffic of Newry by charging the same fares *viâ* Portadown to Armagh as if the direct line was made, they, prior to the opening of the shorter line, proposed, to prevent any unnecessary competition, to carry at the same fares and rates by both routes; but this was declined by the Newry and Armagh Company, except on terms which would have the effect of giving them the whole of the traffic.

4968. Of what sort?—Coals, grain, timber, and iron.

4969. Is there much coal traffic?—It varies.

4970. Will not they give you through rates for that coal traffic to Monaghan and Clones?—They refuse through rates, and of course the coal traffic is included. There is a great deal of traffic in grain and bread stuffs in that district, and there are some extensive mills. There is also a traffic in slates, timber, and agricultural produce.

4971. Do they want to force you to amalgamate with them?—They do not want us to amalgamate, but they want us to agree to a proposition which they made, that the two routes, namely, the direct route between Newry and Armagh, which belongs to our company, and the route through Portadown, which belongs to the two companies I have spoken of, should be placed on terms of equality as regards fares and rates.

4966. Traffic from stations on the Dublin and Belfast Junction Railway for Armagh or stations beyond, and intended to pass over the Newry and Armagh Company's line, has been booked to Goragh Junction at the local rates, and the waggons allowed to go through.

4967. The Dublin and Belfast Junction Railway forms a portion of the trunk line between Dublin and Belfast. It is joined at Goragh Junction by the Newry and Armagh line $3\frac{1}{2}$ miles from Newry; and over this por-

4971. So far back as 1857, when the Newry and Armagh Company obtained powers to extend their line from Goragh to Armagh, the distance from Newry to Armagh was stated to be 22 miles by the direct route, and *viâ* Portadown 29 miles.

The fares were arranged on the basis of the shorter distance, and stood thus :—

	s.	d.	
First class - - -	3	8	} From Goragh Junction {
Second „ - - -	2	9	
Third „ - - -	1	10	
			{ 3 2 2 5 1 7

From the Dublin and Belfast Junction Company's main line station, which is a mile from the town of Newry—

First class, 3s. 4d.	Second class, 2s. 6d.	Third class, 1s. 8d.
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Before assenting to the proposition of booking by both routes at equal fares and rates for other portions of the through traffic, the Newry and Armagh Company required the Dublin and Belfast Junction and Ulster Companies to charge the same mileage rates for the long distance that they charged on the direct route, the effect of which would have been to make the fares from Newry main line and Goragh 1s. 2d., 10d., and 7d. higher than they had been for the previous seven years.

4972. That the charge should be equal for the long distance and the short distance?—Yes.

4973. And that you should divide the traffic?—Yes, practically.

4974. (Mr. Glyn.) How many miles do they carry their railway in competition with you?—29 miles, and the direct route is 21 miles, so that there is nearly a difference of one third in our favour. So far as passenger traffic is concerned, we should get it, but with regard to goods traffic, the distance does not tell materially in our favour.

4975. You do get passenger traffic?—So far as Armagh is concerned, but not as far as Monaghan and that district is concerned.

4990. When did you open your line?—We opened the section from Goragh Wood on the 25th of August last. Since then we have been completely without through traffic, nothing but the local traffic of the district, which hardly pays working expenses. The southern portion of the line from Newry to Goragh Wood has been opened since 1854.

4973. The charges being equal, each party would do their best to obtain a share of the traffic; and the public would have a choice of routes, the Newry and Armagh Company having the advantage of the shorter distance.

4974. The distance *viâ* Portadown is 29 miles. The Ulster Company's trains from Armagh meet the through trains between Dublin and Belfast at Portadown; and the two companies wish to afford the public facilities for the use of their lines at the same cost as by the shorter route, both for traffic to Newry and to stations south of Goragh Junction.

4990. The two companies have always been willing to afford facilities for through traffic to the Newry and Armagh Company, and are even now endeavouring to effect an arrangement with that company on the basis of equal fares and rates, and leaving it to the public to make their choice as to the route by which they will travel or forward their goods.

No. 3.—DUBLIN AND DROGHEDA RAILWAY.

*Extracts of Evidence sent to the Company.**Replies received.*

2074. (*Mr. Horsfall.*) Have you heard any complaints in Ireland as to the unequal rate of charges between town and town?—Yes; as an instance I may mention the case of the mining company in Ireland. We have only one smelting works in the whole country, namely, the smelting works for lead and silver near Dublin. Considerable quantities of sheet and pipe lead, shot and red lead are made there. The margin for profit must be very narrow, considering that we have to import the coal, and have to pay for labour, labour being dearer in Ireland than it is in England, although, and indeed because, the wages are so much lower. The rate from Dublin to Newry by rail is 15s. per ton for lead, and the rate to Belfast is 12s. by rail. It is cheaper to send it the whole of the way to Belfast than to the intermediate station of Newry.

2075. What is the mileage to Newry?—It is very nearly 70 miles to Newry, and 113 miles to Belfast.

2076. (*Mr. Glyn.*) Is that inequality caused by the competition of the railways?—There are three lines in that distance. It is carried 113 miles for 12s., and by steamer for 10s. 1d., and it is carried to Newry, which is not quite 70 miles by rail, for 15s.

2074. The rate for sheet and pipe lead from Dublin to Belfast is 10s. per ton by sea, this rate does not include the charge for loading. The rate by rail is 12s. 6d. per ton.

The rate from Dublin to Newry main line is 14s. 10d. per ton.

2075. Newry main line is distant from Dublin 69½ miles, and Belfast 113 miles.

2076. The steamers compete with us to Belfast and do not admit of our getting remunerative rates. No such competition exists between Dublin and Newry.

No. 4.—DUBLIN, WICKLOW, AND WEXFORD RAILWAY.

1929. Do you consider that the fares and rates of carriage for goods and parcels charged in Ireland are injurious?—I do.

1930. Do you consider that the produce of the mines and quarries and agriculture generally would be greatly benefited by a cheap scale of fares and rates?—Certainly.

1931. Are you of opinion generally that cheap rates and fares would stimulate trade?—Yes.

1932. Will you state your opinion as to the effect which you think will be produced by the diminution of fares?—I believe that the first effect would be a considerable development of mining; I also think that agriculture would be very considerably benefited, especially in the portions of the country which are most backward because most distant from the markets; I believe, as there is now a tendency to engage in manufacturing industry in Ireland, more than perhaps has existed for 20 or 30 years, that it will greatly stimulate that tendency.

1933. Are there any facts upon which you ground your opinion, that a diminution of fares would be accompanied by a large increase of traffic?—I will first direct the attention of the Commission to two cases in connexion with mining, which will show what is the influence of the present rates of transport upon that branch of industry; I may observe that although we have a great number of mines in Ireland, they are not very rich and they are scattered through the country, many of them only giving produce of a low value, as, for example, sulphur ore, iron ores, and zinc ores. The present rates which are charged upon these products are exemplified in the case of the Wicklow Copper Mining Company. The Vale of Avoca is the centre of the largest sulphur mining operations perhaps in Europe. Formerly copper was extensively obtained there, but latterly, say for about the last 20 years, the sulphur ore has been the chief product, and from 80,000 to 120,000 or 130,000 tons annually have been exported. Iron ore is also found there in great abundance, and is now extensively worked. The distance from the Vale of Avoca, where the mines are situated, to the station at Kingstown is 39½ English miles, and the charge for the sulphur ore to that point is 4s. 3d. per ton, making consequently a rate of something more than 25 per cent. of the total value of the product, which is 16s. per ton free on board.

1934. (*Earl of Donoughmore.*) That includes terminal charges?—Yes; the railway charge upon the iron ore is 3s. 9d. per ton.

1935. (*Chairman.*) Where is that from?—From the same locality to Kingstown. I take Kingstown, in the case of the sulphur ore, rather than the Harcourt Road Station, because practically very little except the local consumption of Dublin itself would be delivered there; 3s. 9d. per ton upon iron ore is very nearly 50 per cent. of the total value, because they have to pay, besides the 3s. 9d. for the carriage of it to Kingstown, a charge of 5d. per ton for taking it from the depôt at the mine to the station itself; so that virtually the charge is 4s. or exactly 50 per cent. upon the total value. Independently of the more valuable ore, there is an article called "smalls," which are the broken pieces, the value of which is only 6s. per ton, delivered free on board. They cannot send that at all, because the charge would be the same for that as upon the ordinary sulphur ore. It would be 4s. 3d. per ton to Kingstown, leaving, therefore, only 1s. 9d. as the margin for cost of production and profit. So that the present charge would be 72 per cent. of its actual value. The produce of this one mine for the year ending the 1st of March, 1865, was, of common pyrites, 30,600 tons; and of iron ore 15,164 tons. The total produce being 56,576 tons.

Is too general a statement to answer.

The propositions are self evident.

To carry out the theory put forward in this reply, the greater the distance an article has to be carried the less should be the price charged for carrying it.

4s. 3d. per ton is the rate for carriage of sulphur ore. The service performed for this sum is as follows:—The ore is brought by horse power on a tramway a distance of nearly an English mile, it is taken out of the tramway waggon and put into the railway waggon, it is then drawn by locomotive to Kingstown station. The locomotive is here detached and the waggons are drawn by horse power over about half-a-mile of private railway to the shipping wharf, it is then put on board the ship; all this work is done by the railway company and has to be covered by the 4s. 3d. besides which even the accounts of the shipments and correspondence respecting orders for ore, transmission of bills of lading, &c., are managed by a clerk paid by the railway company; of course the empty waggons both tramway and railway have to be brought back for nothing.

4s. per ton is the rate for iron ore. Exactly the same work has to be done by the railway company with respect to this as in the case of the sulphur ore. The ton in each case consists of 21 cwt. and the waggons are all the property of the railway company. I don't think the prices quoted free on board are correct in either case; but I don't think that should form an element in calculating what is a reasonable rate for the railway company to charge. Even with the present rates the Wicklow Copper Mining Company are able to divide very large profits. At the meeting of the shareholders of the Wicklow Copper Mine Company, held on 28th October ultimo. The Chairman Mr. Wright stated, that their raisings in 1855, were only 12,500 tons, and that for the present year 39,000 tons. The railway was not open in 1855, now it is. In 1862 the Wicklow Copper Mine Company did not pay any dividend, in 1864 they paid 24 per cent., and in the September half of 1865, 32 per cent.

The rate from Avoca to Arklow by tramway is 2s. per ton of 22½ cwt. On the 12th May

1936. Then you include some other item?—I have included all the other varieties of ores which have a higher value, and therefore do not

No. 4.—Dublin, Wicklow, and Wexford Railway—*continued.**Extracts of Evidence sent to the Company.**Replies received.*

come under the categories which I have mentioned. I have included the copper ore, and a portion of the deposit of copper; which make a total of 56,576 tons. That produce could, were it not for the charges paid, have been raised to a very great extent. The company had, I am informed, contracts for this year which would have enabled them to sell 80,000 tons altogether of ores from that single mine, but they could not fulfil them, owing to the difficulties with the railway company. The "smalls" are of course not sent at all. There is one other port to which ores are sent, which is only $6\frac{1}{2}$ miles distant, namely, the Port of Arklow, which is only available in the summer months in consequence of the bar.

1937. (*Earl of Donoughmore.*) In point of fact it is not a port at all. It is only an open roadstead?—It is an open roadstead. The charge to that place is 2s. 6d. per ton for the $6\frac{1}{2}$ miles, or about 4'8 pence per mile. On the 9th of May, in consequence of those charges, and the difficulties with the railway, the mining company had 120 carts carrying ore to Arklow, having thrown the railway company overboard altogether, finding it cheaper to deliver it in that way at Arklow, than to take it to Kingstown.

1938. (*Mr. McLean.*) Is there a tramway to Arklow?—The tramway was made originally by Mr. Hodgkin, but it has been sold to the railway company.

1939. (*Mr. Horsfall.*) Which railway company is it?—The Dublin, Wexford, and Wicklow Railway Company. I may add that that is not the only loss which the Vale of Avoca as a mining centre suffers, because we lose the advantage of return freights from the coal trade. The coal vessels coming into Dublin are obliged to return chiefly in ballast; of course they do not go to Arklow, and so the mining company loses the advantage of that return freight which the delivery in Dublin or Kingstown would give them; and now that we are to have a line of screw colliers, the advantages of return freights would be more certain.

1940. (*Chairman.*) Do you know whether the Wicklow Copper Mining Company have ever made a representation to the railway company upon the subject of their charges?—Yes.

1941. (*Mr. Glyn.*) Have they refused to make any reduction?—They have refused the offer made to them by the mining Company.

1942. (*Mr. McLean.*) Do not the mining company pay a very high dividend?—They do.

1951. (*Chairman.*) Are there any other mines that you wish to call the attention of the Commission to?—I should say that the limit of production in those mines will not be reached for very many years. I have been down in the mines myself, and I know what the extent of their production is; and I must say that if there were facilities of transit given at a cheap rate, say at half of the present rate, I am sure the quantity of ore which would be sent would be certainly three times what it is at present.

2058. (*Mr. Glyn.*) If the third-class fare were reduced would it not give an opportunity to the people to go to market and sell their produce themselves instead of selling it to hucksters on the road?—I think so; and that such a reduction, coupled with a reduction of parcels rates, would greatly assist the development of trade in Ireland. At present persons who send butter from the counties of Wexford and Wicklow to Dublin, are charged as much for three cools of butter (a cool is a sort of tub in which they send it) as for one; and the same rule applies to return empty cools. A large trade has sprung up between Cork and Dublin in butter, and those who send it are small farmers. It is a very peculiar trade, and being unsalted butter it will not keep very long. The day before I left a person who is a farmer, and who first established the trade, came to Dublin to see whether he could do anything with regard to the rates at which it was carried, and he found it impossible to get any reduction from the company.

2059. (*Chairman.*) Is the butter trade restricted in consequence of the high fares on the railway?—It has a great effect upon the price in Dublin.

5112. With respect to cattle?—Yes; and for poultry, provisions, butter, and eggs, and bacon, and all that kind of traffic. Then there is the Cork and Limerick direct railway, with which we have no through rates. I believe Mr. Pike is the chairman of that company, and he is a steam-packet owner at Cork. With the Cork, Blackrock, and Passage railway we have no through rates, nor have we any such arrangement with the Cork and Youghal Company. We have through passenger fares with the Dublin, Wicklow, and Wexford Railway Company, but we have to pay them 50 per cent. higher fares than they charge for their local traffic between Dublin and Kingstown out of the through fare.

5113. (*Capt. Galton.*) Speaking of passengers going from London to Dublin, do you mean that the fares you have to pay them between Kingstown and Dublin are higher than they actually charge the passengers travelling on that line?—Yes, in addition to which we pay rent for a station in Dublin, and keep our own clerks there.

1865, the mining company, finding that their cartage did not answer their purpose, entered into an arrangement with the railway company for three years at the rates above quoted. The work done in respect of ores sent by tramway to Arklow is as follows:—The railway bring it upwards of half an English mile by horse-power from the mining company's incline to Avoca Station. The waggons are then brought $5\frac{1}{2}$ miles by locomotive, when they are again brought by horses about 2 English miles to the quay of Arklow. The ore is loaded at the incline by the railway company. Of course the empty waggons have to be brought back for nothing when their load has been discharged.

It is simply absurd to talk of the present rates for carriage of minerals being reduced to one half. The work could not be done for the price. Not to speak of profits, the railway company never paid more than five per cent. on their original shares, while the mining company pay 30 per cent. The question of increase of production depends on the mining company themselves. If they were satisfied with a more moderate profit per ton, they could so much increase their business as to very much enlarge their gross profits, while at the same time the additional employment given would improve the condition of the country.

A large quantity of market butter is brought to Dublin from the counties of Wicklow and Wexford. The rates have never been complained of, and from the fact that the most of this butter is brought up by persons who purchase it through the country and travel back and forward by rail for the purpose, single firkins or cools are scarcely ever sent. The charge is from 6d. to 1s. for single cools, the former being for distances under 30 miles, and the latter over 30 miles; but when two or three cools are sent together they are charged at the tonnage rates, which will not amount to more than half the above.

The through traffic between Dublin and Kingstown Pier, in connexion with England, is totally different from the local traffic. It is a special service worked by special trains, which do not stop at intermediate stations on the Kingstown line. Special locomotives and carriages and extra staff are employed for this purpose. The trains run alongside the steamboats. A sum of about 6,000*l.* has not long since been expended in alterations of the station at Westland Row, Dublin, for the purpose of accommodating the English traffic. The proportion of fares charged to the London and North-western Railway covers all terminal expenses in Dublin, and these are very heavy from the large quantity of luggage which has to be attended to. The London and North-

No. 4.—Dublin, Wicklow, and Wexford Railway—*continued.**Extracts of Evidence sent to the Company.**Replies received.*

5116. (*Mr. McClean.*) You have not equal mileage rates with them?—No, they receive their full local rates on goods. We had no sooner made an arrangement with them, than some of the parties interested in the steam packets interfered. The secretary gave us notice of their intention to withdraw from them; we remonstrated, and eventually they agreed to continue them, and they are continued now. I am referring to the Wicklow and Wexford Company.

6804. As another instance of the want of liberality of a great company, the Dublin and Kingstown Railway Company have been compelled to reduce their fares owing to the opposition caused by the river steamers, and by the omnibus which leaves Dublin every hour and runs to Kingstown alongside the railway. The company were frequently solicited to extend their liberality, and did not do so until the opposition was firmly established. The frequent changing of the time-table on the Dublin and Wicklow line has been loudly complained of, inasmuch as people who have taken property along the line have done so on the good faith of every facility being afforded, and if a morning or evening train is taken off it must prove a serious inconvenience to many whose arrangements may have been formed.

6979. (*Capt. Galton.*) Do you know of any instances in which people travel by car, even where there are railways, because they can go at a cheaper rate?—I might give a very striking instance. Between Dublin and Kingstown, on one side of the railway, there are omnibuses running every day profitably, I believe, from Dublin to Kingstown in competition with the railway; by the omnibuses the fares are 4d. and 6d.; by the railway the fares are 6d. and 8d.; that is, for second and third class; inside the omnibus it is 6d., and outside the omnibus the fare is 4d. from Dublin to Kingstown. Then on the other side of the railway here are two steamers plying backwards and forwards at the same rates as those charged by the omnibus, 4d. and 6d.

7020. It comes, I suppose, under a different classification?—They put it under a different classification. On some of the short lines near Dublin they have been gradually raising the rates; in fact we pay more now for parcels on the Dublin and Kingstown line; in some cases double.

7021. Is it not the practice on that line to carry all the parcels free?—Yes, small parcels, such as marketing parcels for your own personal use. If you are a yearly subscriber, they will carry your market basket free. Running by the side of this Dublin and Kingstown line, there is a four-horse coach every day, which carries passengers cheaper than the railway; it has been running for two or three years, carrying parcels and passengers.

7022. (*Chairman.*) Does it run frequently in the course of the day?—Yes. It runs right along by the railway. They will carry you outside for 4d., and the railway company charges 6d. third class.

There has been no increase in parcel-rates on the Kingstown line. The following are the ordinary parcel-rates:—

LIGHT PARCELS.	Up to 7 lbs.	8 to 14 lbs.	15 to 28 lbs.	29 to 56 lbs.	57 to 84 lbs.	85 to 112 lbs.	Every further 1½ lbs. or part of 1½ lbs.	Dogs.	EXCESS LUGGAGE.		HEAVY PARCELS.	
									First ½ cwt.	Every further ½ or part of ½ cwt.	Above 1 cwt., every fraction of ½ cwt. being charged as ½ in proportion, after the first cwt.	
Not exceeding 12 miles -	0 3	0 4	0 5	0 6	0 8	0 10	0 1	0 6	0 6	0 3	0 8	per cwt.
Above 12 and under 30 ditto -	0 4	0 6	0 8	1 0	1 2	1 4	0 1	0 6	0 6	0 4	1 0	do.
30 and under 50 ditto -	0 6	0 8	0 10	1 4	1 6	2 0	0 2	1 0	0 9	0 6	1 6	do.
50 and under 80 ditto -	0 9	1 0	1 2	1 6	2 0	2 6	0 3	1 6	1 0	0 9	2 0	do.
Dublin and Wexford, including collection and delivery -	1 0	1 4	1 8	2 0	2 6	3 6	0 4	2 0	1 6	1 0	2 6	do.

Season ticket holders' parcels are carried for 1d. each irrespective of distance, and, practically, without limit as to number.

7023. (*Mr. Horsfall.*) That coach probably picks up intermediate passengers?—It may get some, but it runs rather too close to the railway, I think, for them to be of much value or avail. I think it arises altogether from the difference of the fare charged; to the poor people a difference of 2d. is a great consideration; they prefer to save the 2d.

7024. (*Mr. Glyn.*) What has been the increase in the rates charged between Dublin and Kingstown?—I do not know, but they do not carry much goods.

7025. You said, I think, that they had raised the rates lately?—Yes, but they do not carry many goods, the line is too short.

7026. (*Mr. Ayrton.*) Would you propose that the railway company should be compelled to charge a lower fare than the proprietor of the coach in order to prevent the latter from carrying on his business, or that the Government should make the railway charge less than that charged by the proprietor of the coach, and thus enable the company to stop the man's business?—I think that the general good that would arise from a very serious reduction in the railway fares would completely outbalance any small evil that might be done in other respects. I look upon it as a most popular movement, and that it would be of immense benefit even with regard to the feeling of the people of Ireland towards this country, and towards the Government. I think they would feel that the Government were in fact looking after their interests, and were doing a thing that would substantially benefit them. We want them to enable the people to talk of other things than they do, to enable them to be industrious, and enable them to bring their little commodities from one town to another for sale. The article of fish is a very important

western Railway have an office at Westland Row for which they pay rent, but it is an error to say that they pay for a station there.

Through traffic with the London and North-western Railway is now paid for by equal mileage rates.

The fares on the Dublin and Kingstown Railway have not been reduced in consequence of opposition from steamers, which in fact is no opposition. Steamers run for three or four months in summer and give the railway quite as many passengers as they take from it. The omnibuses run a little inland of the railway, and accommodate persons who do not live near the railway stations. They are a failure, and do not pay their expenses, or very little more. The frequent changes in the time-bills (and they have been too frequent) were made at the request of residents in the district, and with a desire on the part of the directors, if possible, to please every one.

Mr. Horsfall is quite correct. The omnibuses are supported by intermediate passengers if they can be said to be supported at all. The omnibuses do not give return tickets, and from 6 to 7.30 a.m. and from 6.30 to 11.30 p.m. passengers by railway are carried 3rd class for 3d. each.

The question as to the amount of good to the country, which would result from very cheap or even free travelling on railways belongs more to political economy than railway management.

Large quantities of fish, chiefly herrings, are carried over the Dublin, Wicklow, and Wexford railway every season; hundreds of tons.

No. 4.—Dublin, Wicklow, and Wexford Railway—*continued.**Extracts of Evidence sent to the Company.**Replies received.*

one, and we want them to be able to carry their fish from the sea ports to all parts of the country inland.

7280. There is another matter with regard to the Wicklow Copper Mining Company, who have large mines near Avoca, from which they produce pyrites, sulphur ore, and iron ore; this has been developed lately, but it is of such poor quality that unless the carriage to England is very low, the traffic will not be developed in the district. I hold in my hand a letter from the secretary of the Copper Mining Company, addressed to Mr. Jackson, who is our secretary of the committee in the Chamber of Commerce:—"Herewith I send you the last half-years' report of the Wicklow Copper Mining Company with a paragraph marked, showing a decrease of 10,000 tons in iron ore in the half-year's workings, in consequence of the unsatisfactory arrangements as to carriage of their ores with the Dublin, Wicklow, and Wexford Railway Company. The chairman or any of the board are quite prepared and willing to give evidence to the Royal Commission explaining this matter, and their carriage arrangements with the railway company, which appear to the directors very high and unsatisfactory." One of the directors of the same company wrote to me since I came to London, explaining the thing more fully; it is a very full account of the different rates charged. I will hand it in with the other letters (*handing in the same*). It shows that low fares induce people to go about. I do not know whether it is fair to compare districts, but I was about to refer to the district between Dublin and Bray and Kingstown, which is very much resorted to for pleasure. The railway company were charging so high that some persons set up an omnibus, and put on a steamer by which passengers are carried for 2d. or 3d. less than by the railway, and the result is that they all get enough to do, plainly showing that lowering the fares encourages the people to go about.

The remarks upon questions 1933, 1935, 1936, 1937, 1951, 6804, 6979, and 7023 apply to this.

No. 5.—GREAT SOUTHERN AND WESTERN RAILWAY.

1651. Can you give any particular cases in which applications have been made by any of the companies in England to any of the companies in Ireland asking for through rates?—The London and North-western, the Manchester, Sheffield, and Lincolnshire, the Lancashire and Yorkshire, and the Great Northern Companies have been for the last seven years pressing upon the Irish companies, the Midland Great Western, and the Great Southern and Western, to come into such an arrangement, and they have only just succeeded, after great negotiations with them, in inducing the Irish companies to adopt a system of through rates, but they have still done it in a very imperfect manner, for the Irish companies insist upon having their local rates, and that of course has tended to retard the negotiations; but things are very much better now than they have been, and I think that they will improve, for they begin, I believe, to see the desirability of these through rates, the public begin to find the advantage of them, and I think the subject of through rates is very much considered now. Neither the railway companies in England nor in Ireland are responsible for the want of through cattle rates, for there is an anomalous state of the law as to the liability of railway companies as compared with steam packet companies in the transit of goods and cattle; there are no through rates as yet (except from Dublin in connexion with the Midland Great Western,) from the Midland Great Western or the Great Southern and Western system, for cattle, and that is mainly attributable to the fact that the steam packet companies who carry the cattle and goods between the Irish ports and Liverpool are protected by their bill of lading; whereas if a railway company makes a rate it engages itself in the contract to carry the goods or the cattle to their destination; but if they are lost by the act of God or by the Queen's enemies, or if they founder at sea, the railway company is liable for it.

1683. Do they issue to third-class passengers return tickets?—On some of the Northern lines they do, but not on the Great Southern and Western, or the Midland Railways.

2083. (*Mr. Horsfall.*) Are you aware of any complaints of unequal rates upon any line where there is not a sea competition?—Yes; on the line between Cork and Limerick; for instance, from Bruree to Limerick butter costs 9d. per firkin, and to Cork, which is about double the distance, only 5d. I have an instance upon the same line with regard to the carriage of turf and coal. One truck with 5 tons of coal costs 17s. 1d. from Cork to Bruree, and a single ton 6s. 3d., and it costs nearly as much from Limerick. For turf brought from the Rathmore station on the Killarney line to Bruree, about the same distance as from Cork, they charge 17. 7s. 6d. for a box, which would be about three tons weight of turf; and as three tons of turf is not more than the equivalent for heating purposes of 24 cwt. of coal, it is a perfect prohibition of that important source of industry.

2093. (*Mr. Glyn.*) What distance is that?—Twenty miles. In the neighbourhood of Dublin, which is of course the great centre of the cattle traffic, being close to the English market, nearly all the cattle are walked to market. The Honourable Mr. Massey, who grazes a large

1651. Not correct, for since the year 1854 the Great Southern and Western Company has been in communication with the London and North-western Company to endeavour to establish through rates with England, and numerous meetings were held upon the subject. The Great Southern and Western Company hold a letter from the London and North-western Company to the effect that as there were so many competing interests on the English side they (the London and North-western Company) were unable to bring about a system of through rates and would leave the Irish companies to do what they thought best; and as through arrangements could not be made with the interior of England the Irish companies made through rates with Liverpool, *via* the ports of Dublin, Cork, and Waterford, and this arrangement continued in force for some years, when the London and North-western Company again reopened the question of through rates with the interior of England, and after protracted negotiations, owing to so many interests being involved, a contract was entered into by which a system of through rates was brought into operation on the 1st June 1864, and it was not until after that time that the other companies referred to ever raised the question of through rates; when raised they were given the same through arrangements as were made with the London and North-western Company.

1683. Correct.

2083. Quite incorrect, as the charge for butter, Bruree to Limerick, is 2½d. per firkin, and not 9d. per firkin as stated.

Turf from the Rathmore district will load five tons to the truck, which at 27s. 9d. per truck, is equal to 5s. 6d. per ton for 46½ miles. There is no loading to Rathmore, consequently the trucks travel in one direction empty.

2093. The only portion of this statement applicable to the Great Southern and Western Company is that referring to drovers' tickets, which were formerly given free; and the prac-

No. 5.—Great Southern and Western Railway—*continued.**Extracts of Evidence sent to the Company.**Replies received.*

number of cattle, says that he buys a great many cattle in Tipperary and distant fairs, and he finds that he can always drive them by road for half what it would cost him to send them by rail. At the last fair of Ballinasloe he found that it was better to send the cattle by boat to Dublin, although there is a railway station on the line to Dublin a quarter of a mile from the town. A person who is most largely connected with the cattle trade of Dublin has given me the following information, which I am also able to substantiate myself. That "in October 1863 the Midland and Great Western Railway Company raised their cattle rates at all the intermediate stations between Ballinasloe and Dublin. The following May the number of cattle and sheep conveyed, as compared with May 1863, fell off considerably, and in October 1864 the great proportion of the store cattle were walked home. Within the last two years the cattle traffic of the Grand Canal has risen from a mere nothing to from ten to twelve boat loads of live stock weekly." That bears out what Mr. Massey stated with regard to the last Ballinasloe fair. One of the chief objections urged by owners of cattle against the management of the cattle traffic of the Great Southern and Western, which, upon the whole, being a very long line of railway, is well conducted, is, that the drover who has to go with a whole waggon is charged half a fare with the carriage of the cattle, and will have to pay third-class fare upon his return. In addition to that, they make a distinction at certain stations between half a waggon and a whole waggon. A whole waggon is supposed to hold eight beasts, and they allow three for half a waggon; but if the drover puts four into it they charge him the price of a whole waggon. I would like to mention here another instance of the effect of high fares connected with the herring fishery in the neighbourhood of Dublin, which has grown to be a most important trade. The poor persons engaged in the local trade walk from Dublin to Howth, a distance of nine miles, because the cost of a third-class ticket would be often as much as their profit for a day. The consequence is, that any traffic which would be derived from that source is lost.

2128. (*Chairman.*) Are there any other points which you wish to direct the attention of the Committee to in connexion with Irish railways?—I intended especially to have drawn attention to the undue proportion which the cost of carriage of the agricultural produce of our poorer lands bears to its value. Considering that Irish agriculture has now to compete with the entire world, and that we are transferring part of our population from the poor lands of Ireland to the richer ones of Illinois and other portions of America, that, in fact, in the case of a large number of poor farms, the rates of carriage to the markets amount to nearly the rent in some cases, any substantial reduction of fares on the lines, especially with differential rates such as I have alluded to, would be one of the greatest advantages which could possibly be bestowed upon Irish agriculture.

2129. (*Earl Donoughmore.*) Are you aware that it costs less money to transport a fat bullock from Normandy to London than it does from the pastures of Limerick to London?—Precisely. A friend of mine was actually disposed to go to Holland and buy store cattle and take them to Galway to fatten, and he expected a very considerable profit upon them.

2314. Will you state generally to the Commission on what points you have to make complaint; first as to the passenger traffic?—With respect to the passenger traffic, it is generally complained that the charges are too high, which prevents that intercourse with the western districts of Ireland that we would otherwise have if we had a lower rate upon the traffic from the metropolis and a lower rate of passenger charge.

2365. (*Mr. Horsfall.*) Are the fares, in your opinion, considerably too high between Limerick and Dublin?—Yes. I have heard it generally complained of, that the fares are high, and that if they were reduced it would increase the trade and business of the city of Limerick, as well as give greater facilities for travelling, and many more persons would travel.

2396. Before that you could have gone to Dublin and have returned the same day?—Yes; but you cannot do that conveniently since the four o'clock train has been taken off.

2397. Then what is the good of a return ticket?—I suppose no one would take one now. I have not done so myself.

2398. Practically a return ticket is of no great value?—None whatever.

2399. (*Chairman.*) Have the fares been the same as they are now for many years?—They have been so.

2400. Has there been no alteration made, either in raising them or lowering them?—I think they have been advanced; three years since I think the fare was 21s., I am not certain, and it was advanced to 23s. 8d.

2411. Will you be good enough to state the nature of those complaints?—Some time since the different railways into Limerick, the Great Southern and Western and the Waterford and Limerick, carried goods through from Liverpool to Limerick at a through rate of 15s. per ton.

2412. (*Mr. Dalglish.*) What class of goods do you refer to?—Heavy goods, iron, tallow, palm oil, sugar, and such heavy goods, and within the last two or three years they advanced the rates to 27s. and 30s. a

tice was discontinued solely on account of the frauds practised upon the company by the subdivision of cattle into small lots for the purpose of multiplying the free passes, which the drovers afterwards sold.

2396 to 2400. This was not caused by any act of the Great Southern and Western Company, but by notice from the Waterford and Limerick Company, who refused to work to the first train from the Limerick Junction to Dublin, or from the last train from Dublin.

No change has been made in the fares during the last ten years.

2411–2413 and 2422. The low rates referred to were in force for a period when the railway companies and the steam packet companies between Dublin and Liverpool were working in opposition to the direct steamers between Limerick and Liverpool.

The Limerick people have still the opportunity of getting their goods conveyed by the

No. 5.—Great Southern and Western Railway—*continued*.*Extracts of Evidence sent to the Company.*

ton, something equal to from 80 to 100 per cent., and we consider that that has done very considerable injury to the trade of our locality.

2413. (*Chairman*.) Are you able to state that the traffic of that description has fallen off since the raising of the charges?—It has.

2422. You stated, I think, that the railway companies charged 15s. a ton?—Yes, but now they charge 27s. When the railway companies were charging 15s. the Limerick Steamship Company charged but 12s. 6d. a ton.

2428. Referring to the articles which you have mentioned, do you suppose that that increased charge of 7s. a ton interferes with the consumption of goods in Limerick?—It interferes with the trade of Limerick, but whether it interferes much with the consumption of goods there I cannot say.

2429. Have you any reason to suppose that the consumption of those articles is diminished in Limerick by reason of the charge made for conveyance being increased to the extent you have stated?—I do not go the length of saying that.

2430. Sugar, for instance?—I cannot say.

2431. How then does it interfere with the trade?—It enables the merchants of Dublin and Waterford and of Cork to import goods at a freight I think of 10s. or 15s. into those places, and then they can send them within a very short distance of Limerick to some of the smaller towns, to the disadvantage of the Limerick import merchants.

2434. Do you propose that the rates should be adjusted with a view to placing a more distant port on the same footing as a port nearer to the place of production?—The increase in the charge by the railway company to 27s. has been attended with this disadvantage as regards Limerick, that it has compelled our local companies or it has induced them to advance their rates to 20s., whilst goods of the same class are imported into Dublin, Cork, and Waterford at 10s. or 15s.

2435. If the increase of the rate does not interfere with the consumption of the articles, the reduction would simply have the effect of making you a present of so much per ton to enable you to carry on your business in competition with the merchants of Waterford and Dublin?—We should have equal rates with them.

2436. But it would in effect be asking the railway companies to give you a sort of bounty or present to enable you to compete with the merchants of Waterford and Dublin?—Not to make it a present; the fact is the goods now do not come by the railways; in fact the rate is a prohibitory rate, for since they advanced it to 27s. the goods have scarcely come by the railways at all.

3315. (*Chairman*.) It will be hardly necessary to read extracts from every Report of the Fisheries Commissioners, but you can read from some of the more important ones.—The extract which I am about to read is from the Report of 1855: "They also complain of being in a great measure deprived of the advantage of the market of the metropolitan by the increased rate for conveyance charged by the railway company from Cork to Dublin, which, added to the cost of transit from Kinsale to the former place by cart, a distance of 20 miles, absorbs the very small profit on fresh fish, in consequence of which the Dublin market has been wholly deprived of any supply from that important district."

3316. (*Mr. Glyn*.) Was there an increase in the rate for that year?—Yes. They speak of the increased rate in that year. The charge was 10s. a ton on that coarse fish. The charge on cod in 1853 was only 1s. per cwt., and in 1855 it was 30s. a ton. I find that in 1851 it was only 16s. a ton, so that the charge had been nearly doubled in 1855, as it was only 16s. in 1851.

3317. There appears to have been a great increase in the rate since the opening of the railways?—Yes, a great increase, and it has been also most fluctuating, for in almost every year the rates have varied.

3357. (*Chairman*.) Have you any suggestion to make as to the remedies which you think ought to be applied with respect to the deficiencies on the Irish railways, both as to the passenger and goods traffic?—As to the passenger traffic we labour, no doubt, under a great many difficulties in the way of getting from place to place in consequence of the trains not running in connexion with one another; for example, if you want to come from the west to the south you have a delay at Athlone probably of one or two hours; you also have a delay at Portarlington of one or two hours before you can catch the train on the Great Southern and Western Line. Then if you want to go to Belfast you must remain for four hours at Portadown before you can get a train to go on. And in the same way, if you want to come from Limerick to Dublin you are obliged to stop at the Limerick Station, which is a very bad station, for two hours or two hours and a half before you can get on to Dublin; and there is no accommodation whatever at the Limerick Junction, that is in consequence of the Waterford and Limerick Railway and the Great Southern and Western Railway not running in connexion with each other.

3706. (*Mr. Ayrton*.) Have you been able to ascertain the cost of driving cattle from the western part of the county of Limerick to Balinasloe Fair as compared with the charge by railway?—An instance occurred the other day to myself. I bought 20 cattle at Killarney, and I wished to bring them to a station between Charleville and Limerick. I inquired the rate, and it would come to 4s. a head. I drove them on the road for 1s., when I would rather have paid 2s. to have sent them by a train.

Replies received.

steamers plying direct between Limerick and Liverpool, and the rates are very low. The owners of the steamers are the traders of Limerick.

2428 to 2431, 2434. The statement put forth is sufficiently answered by the question subsequently put by the Commissioners in No. 2436.

The rates by direct steamer between Liverpool and Limerick are—

For bacon	-	-	15s. per ton.
„ sugar	-	-	16s. „
„ tallow	-	-	16s. „
„ palm oil	-	-	14s. „
„ guano	-	-	16s. „
„ sugar (refined)	-	-	18s. „
„ oil (liquid)	-	-	18s. „

3315 and 3316. Present rates for fish by passenger trains—Cork and Dublin—

Prime fish, such as turbot,		
john dory, soles, &c.	-	2s. per cwt.
Lobsters, crabs, and		
oysters -	-	1s. 6d. „
Herrings, mackerel, &c.	-	1s. „

No change has been made in these rates since 1st May 1852, except for prime fish, which was reduced 1s. per cwt.

3557. Every possible care has been taken to make the branch trains correspond with those on the main lines as far as it can be done with the limited number of trains the companies can afford to run on the branch lines. The traffic on most of the branch lines is very limited.

3706. The cost of carriage in this case would have been 3s. per head, the distance being 60 miles.

No. 5.—Great Southern and Western Railway—*continued.**Extracts of Evidence sent to the Company.*

3717. Will you be so good as to state any facts within your knowledge upon that subject?—The charge on corn is 12s. a ton from Limerick to Dublin, and they take it by boat to Liverpool for 6s. The charge from Cork to Limerick is 7s. a ton for corn, and if it breaks the journey it costs 1s. 6d. more.

3728. The distance from Cork to Limerick is nearly 61 miles, is it not?—Yes.

3729. And the charge is 7s. a ton?—Yes. Then the drovers also complain that a whole truck holds 30 sheep, and that they are only allowed to have 12 as a half truck instead of 15, and further that they are only allowed three horned cattle in place of four, eight being the number for a whole truck; they also complain that if they take four horned cattle they are charged for a whole truck; they also say that they are not allowed to have a van for the drovers to travel in, and that the drover must travel in the cattle truck and he is often injured and bruised; they charge them half a fare in a cattle truck and a full fare back, and then if they want to come back again in the evening there is no third-class train for them, they have to wait till the next day, and they are charged a full third-class fare back again; they complain greatly of that. In England I believe the drovers are not charged. Then the number of tolls on common roads in Ireland makes walking there more expensive. In England sheep pens are placed over each other, but not in Ireland.

3743. (*Chairman.*) If it is so much cheaper to drive store cattle by the road than to send them by railway, how do you account for any store cattle in Ireland being sent by the railway?—There are some of the larger buyers who do not walk with their own cattle themselves, and they do not like to trust those cattle for four or five days at a time in the hands of drovers, and they would therefore rather pay three or four times as much to have them go by the train, but they are often stopped at the junctions for three or four hours, and that is a great objection. Coming here, a gentleman with his family got into the carriage with me at Maryboro', on the Great Southern of Ireland, he was going to Roscommon; at Portarlington, 10 miles on, he was detained 2 hours 20 minutes, again he must remain at Athlone 2 hours 35 minutes, in all 4 hours 55 minutes; whereas he was in motion only 2 hours 30 minutes from Maryboro' to Roscommon. Again the Limerick to Dublin passengers are, by a new arrangement, obliged to wait nearly two hours at the Limerick junction, or travel 1 hour 30 minutes round by the Great Southern *via* Charleville. A special cattle train I had, of 20 waggons, on two occasions, went from Limerick to Kildare, 100 miles, in six hours; showing, that with larger trade, companies are willing to increase the speed.

3747. And the charge would therefore be proportionately high for the short distances compared with long ones?—Perhaps so. Then with respect to parcels, I constantly get parcels of exactly the same size and the charges are not the same.

3748. Do you mean by different lines of railway?—No; I mean on the same line. Since I received a summons to attend the Commission, I have had three boxes, and those boxes came from Dublin, and one of them was charged 1s. 7d., another was charged 2s. 1d., and the other was charged 1s. 1d., and yet they were exactly of the same size.

3749. (*Capt. Galton.*) Were they of the same weight?—I cannot say, but they held in them the same articles.

3750. (*Chairman.*) Have you made any inquiries as to the reason why these different charges have been made?—I inquired about it and they could not explain it.

3751. Do you imagine that the charges are pretty much in the discretion of the station master at each place?—I do not know, but he said that they had a scale of charges for parcels. I asked him if it was often changed, and he said it was. I then asked him to give me one of his scales, and he said that they only printed one for the use of the office.

3752. (*Capt. Galton.*) They do not publish lists of charges?—No.

3758. (*Chairman.*) If you desired it would they not send a small parcel by the slower train at a lower price?—No, unless I made it up to weigh 56 lbs., and some persons, by adding stones, do make up a parcel to weigh 56 lbs. With regard to horses, the charge to Dublin for three horses is 5l., that is from Limerick, and the traders in them say that the charge ought to be 3l. These horses are put in stalls, and those that go in trucks are charged 16s. 6d. each; seven horses in a waggon from Limerick to Waterford cost 11s. each, not including drover.

3759. (*Mr. Hamilton.*) Have you ever made any comparison between those rates and the rates charged on English railways?—No, I have not. A passenger second class return ticket, from Charleville to Limerick, costs 4s. 9d., two persons will drive this 20 miles, per road, for 10s., and a horse will carry four or five persons on the Irish cars.

5011. Have you any statement to make with reference to the railway traffic of the south of Ireland?—The statement that I wish to make is this, that as far as Waterford is concerned, being the place I am connected with, there is a great difficulty in approaching the interior of Ireland from the want of railway communication, and there is even great difficulty in approaching Dublin, from the indisposition of the Great Southern and Western Railway Company to work in harmony with the

Replies received.

3717. The rate for corn—Limerick to Dublin—is 12s. per ton, including terminals, or a fraction over 1d. per ton per mile. The rate—Cork to Limerick—is 7s. per ton, including terminals, or a fraction under 1½d. per ton per mile for 62 miles, as against 1d. per ton per mile and a fraction over for 129 miles. There is no such thing as a break on the journey—Cork to Limerick—for goods or cattle.

3728, 3729. See answer to 2093.

3743. It must be the exception for such delays at junctions as are referred to, as cattle are mostly carried by special trains to markets, or from fairs, and such delays are thus avoided. For delays to passengers at junctions see reply to 3357.

The delay to passengers, Limerick to Dublin, was occasioned by a change in the running of the mail trains by the Postmaster-General, but this only lasted a few weeks pending negotiations between the Post Office and the Waterford and Limerick Company, and it has since been remedied.

3747 to 3752. The parcels referred to may have been the same size but certainly were not the same weight, if charged differently. All parcels are charged by weight and not by bulk. The Company's rates for carriage of parcels are given on every time-table printed for the Company, and issued to the public.

3758. The limit for parcels conveyed by goods trains is 28 lbs. weight and not 56 lbs., and then only when brought as distinct parcels, not when brought with other goods.

5011 and 5012. This statement is incorrect, as there is no indisposition, nor ever was, to give accommodation between Waterford and Dublin. There are three trains a day, Kilkenny to Dublin, quite ample for the traffic. The first leaves in time to bring passengers from our own line to allow of their arriving in

No. 5.—Great Southern and Western Railway—*continued.**Extracts of Evidence sent to the Company.**Replies received.*

Waterford and Kilkenny, so as to give trains that will conduce to the public convenience. I also wish to state that the public of the south of Ireland are, in my opinion, very much injured by the determination of the Great Southern and Western in connexion with the London and North-western to subsidize the local lines and steam packet companies to allow the traffic to be brought to England *via* Dublin. They pay 30 per cent. for that, and such diversion of traffic, in my opinion, not only is injurious to the southern cross channel communications, but very injurious to the public in the several localities.

5012. I understood you to say that there was an indisposition to give accommodation from the junction at Kilkenny up to Dublin; to what do you ascribe that indisposition to forward traffic?—They do not wish the traffic of the middle of the country should find its way to England by Waterford, they would rather it should go by Dublin, and they will not run trains so as to suit the convenience of the Waterford public either going up or down. For instance, if you want to go from Waterford to Dublin and back in one day, you cannot do so. They run their train from Kilkenny at so early an hour in the morning that it would be useless for the Waterford and Kilkenny Company to send trains to meet it, because no one would go. They run a train at 6.15 from Kilkenny to Dublin; the Waterford and Kilkenny Company would have to send a train at 4 o'clock, or a quarter past 4 o'clock, in order to catch that. In the same way the evening train coming down arrives at Kilkenny at such a late hour that no one would come by a train to Waterford if such was running.

5013. What remedy do you propose for that?—I think there should be some power which would compel railway companies to work harmoniously, so that the public interests might not be injured. Whether that power should be given to the Board of Trade, or some other party selected by Parliament, it will be for them to say; but there must be some power outside the railways. I know the Waterford and Kilkenny Company have always been disposed to run in such a way as will serve the Waterford public, but they have always been refused similar action by the other side.

5014. You say you have given more accommodation than you have received?—If the Great Southern and Western ran trains at convenient hours we should run trains in connexion with them. If they ran the trains at such hours as to suit the Waterford public, more passengers would go. In fact, they inconvenience the district altogether. Third-class passengers going from Waterford to Dublin lose a great deal of time either going up or coming down. They have to stop a night in Kilkenny, although the whole distance is but 112 miles.

5015. (*Capt. Galton.*) Do you say that passengers from Waterford to Dublin cannot go by way of Kilkenny and return the same day?—Not the third-class passengers, nor, in fact, any class passengers. Third-class passengers cannot go through the same day.

5016. Then they must take two days to get from Dublin?—To come to Dublin. If they go third class they must stop a night at Kilkenny.

5018. Your complaint is, that the Great Southern and Western do not give any proper facilities at the junction at Kilkenny?—Yes; they will not run trains at an hour that will suit the public; they run the morning train from Kilkenny at 6.15, arriving in Dublin at 9.30.

5019. (*Mr. Glynn.*) That is the through train of the Great Southern and Western?—It is the through train from Kilkenny; that is their Kilkenny line through train.

5020. It is their through train on the main line?—It is not a through train from Waterford.

5021. What train do you wish to join on the Great Southern and Western?—We want a train that will allow parties to leave Waterford at 6 o'clock in the morning and arrive at Dublin in proper time for business, and then enable the parties to leave at 4 or 5 o'clock p.m., so as to arrive in Waterford at 10 o'clock at night.

5022. Do you wish them to put on particular trains to accommodate you?—I wish to alter the hour of the trains which they do run.

5023. The trains, you say, that do run now are their trains to other parts of their system?—No; they are trains which no other part of their system is connected with; they run from Kilkenny to Dublin, and *vice versa* without reference to any other train.

5024. (*Capt. Galton.*) Does the train which runs from Dublin to Kilkenny run as far as Kildare Junction with the train going to Cork?—No.

5025. (*Mr. Glynn.*) Then they start from Dublin a particular train for their service, which does not suit the public?—It does not, although we would make ours suit theirs if they started at an hour the public could travel at. If we ran trains now in connexion with theirs, parties would have to start from Waterford between 4 and 5 o'clock in the morning, and could not get back till 11 at night.

5026. (*Mr. Hamilton.*) Does that line belong to the same company as the line from Limerick to Waterford?—No.

5027. Is Mr. Malcolmson a director of your line?—He is; but it does not belong to the Limerick Company. The Waterford and Limerick

Dublin sufficiently early for the markets, &c., and to return same day. The second is the mail train, leaving Kilkenny at 2.30 p.m., to which the Waterford and Kilkenny Company work; and the third train leaves at 6.40 p.m., to which train the Waterford and Kilkenny Company also work, giving two through trains in the day. The passenger traffic between Waterford and Dublin is very limited, and some years ago arrangements were made which enabled Waterford people to return from Dublin the same day, but the number of passengers who availed themselves of it was very small indeed, certainly not sufficient to justify this company in continuing the arrangement to the prejudice of their local traffic.

The trains from Dublin to Kilkenny are, 7 a.m., 8.35 a.m., 12 noon, and 5.30 p.m. The two first work on from the junction at Kildare together, having 1st, 2d, and 3d class passengers, and the train reaches Waterford at 1.20 p.m. The passengers with the 12 noon train reach Waterford at 5.35 p.m. The Waterford and Kilkenny Company do not run from the 5.30 p.m. train, which reaches Kilkenny at 9.10 p.m.

The complaint of forcing the through traffic with England, *via* Dublin, is answered by the fact that one portion of the arrangement between the companies is, that the same through rates should exist between stations in England and Ireland, whether the traffic is sent *via* Waterford or *via* Dublin, and the public are left to make their selection of route, and it is to the manifest interest of each route not to allow the traffic to be diverted, inasmuch as each company is allowed 40 per cent. expenses before the division is made between the companies interested.

5014–5016. Third-class passengers can leave Dublin at 7 a.m., and arrive in Kilkenny at 11.35 a.m., and leave Kilkenny at 6.40 p.m., arriving in Dublin at 10.10 p.m. To both these trains the Waterford and Kilkenny Company work, but do not provide 3d class accommodation.

5018–20. See reply given to 5011 and 5012.

5027, 5031, 5032. The statement is quite untrue that the Great Southern and Western

No. 5.—Great Southern and Western Railway—*continued.**Extracts of Evidence sent to the Company.*

Company work the Waterford and Kilkenny, but it is only under working arrangements; they have no interest in it more than that. The Great Southern and Western have always set their faces against any sort of effort being made to the northern and midland districts of Ireland with Waterford. In 1846 a Bill was obtained to make a line from Kilkenny to Maryborough, and I understand that the Great Southern and Western people at that time bought up the shares in order that the line might fall through. With much difficulty, in 1860, a similar bill was brought in, which the Great Southern and Western opposed most violently, but it was obtained in spite of their opposition. A portion of that line is now made; it has served the traffic of the district to this extent, that for eight weeks, ending 19th May 1865, the traffic of the line from Kilkenny to Waterford has increased over and above the traffic of last year 33 per cent.

5028. The traffic between what points?—Between Kilkenny and Waterford.

5031. I understand you to say that the Great Southern and Western opposed the communication between Waterford and what you call the Midland district?—Yes.

5032. What object could they have in opposing that?—The object they had was this: there is not the slightest doubt that the whole of the towns in the midland districts of Ireland, such as Maryborough, Mountmellick, Phillipstown, Tullamore, Mullingar, and Parsonstown would be served if they were put into direct communication, *via* Waterford, with the South of England and South Wales. The agriculturists in those districts would find a ready market for their produce in the mining, iron, and coal districts, and, *vice versa*, they would require coal and iron and other articles from the English and Welsh districts. Direct communication is at the present moment stopped altogether. It is so managed that the traffic must come round by Dublin, which is both tedious and expensive, and the consequence is, that the localities are all anxious for a direct communication; but the Great Southern and Western has at all times opposed that in Parliament, and when a Bill at one time was obtained, they bought up the shares and allowed the Bill to drop through.

5033. (*Mr. Glyn.*) Is not Mr. Malcolmson a great steam-packet owner in Waterford?—He is.

5034. He did not say anything about this in his evidence?—I do not know what he has said in his evidence, but this I know, that the London and North-western Railway Company and the Great Southern and Western Railway Company have lately entered into an arrangement with him, by which the railway and steamboat interests are served to the prejudice of the locality. There has been an arrangement entered into, which was before the citizens of Waterford, and which was condemned by all parties, the effect of which is, that the traffic of the district will be brought to England by Dublin, *via* Liverpool and Holyhead, and that Mr. Malcolmson for the steamers and the Limerick Railway Company will get 30 per cent. of the traffic thus brought to Dublin to allow it to go by Dublin.

5035. (*Mr. Hamilton.*) When you say that "they" get, who do you mean gets the 30 per cent.?—The Limerick Railway to Waterford and the Waterford Steam Packet Company.

5036. Who makes the arrangement?—The North-western and the Great Southern and Western. I have the heads of arrangement which I can hand in if the Commission wish (*the witness handed in the same, vide Appendix A.L.*). In one of the heads, which struck me very much as most injurious to the southern routes, is this:—

"Waterford and Limerick Railway Company, Cork and Limerick "Direct Railway Company" (being another railway company that is subsidized) "undertake that all traffic consigned to them by other routes "than *via* Liverpool and Holyhead between places in England and the "places in Ireland, to which this agreement refers, shall not be booked "through, and shall be charged the local rates."

No through traffic from the districts to which the agreement applies can, under that arrangement at all, come by the Great Western or English Midland systems to England; it must all go by the London and North-western. In that way the traffic of the country is interfered with, and interfered with so as to inflict an immense loss on the localities, and when the North-western and the Great Southern and Western are paying 30 per cent. on all goods for the purpose of making them go in a particular way, they are sure to repay themselves by putting on increased rates.

5037. (*Mr. Glyn.*) In what shape is that 30 per cent. paid. Is it by a reduction of rates, or what?—It is 30 per cent. of the monies received for traffic which is allowed to go by Dublin.

5038. Is it in the shape of rates, or tolls, or what?—It is in the shape of money or direct payment; it is in the shape of a direct subsidy. Suppose 100 tons of goods are to be sent from Limerick or Tipperary to Birmingham for which 100% is paid for the transmission, although the Waterford and Limerick Company will not carry 1 lb. of it, and although the Waterford Steam Ship Company will not carry 1 lb. of it, they will get 30% out of it in order to allow it to go by Dublin, so that the company who actually carry it will only get 70%.

5039. (*Capt. Galton.*) The company who carry it giving to the other companies a bonus of 30 per cent.?—Yes, although they do nothing to earn it.

Replies received.

Company ever bought shares in the line from Kilkenny to Maryborough. When the original Bill was deposited in 1859 and 1860 the Great Southern and Western Company presented a petition against it to secure proper junction clauses, but they did not appear on their petition. In the Session 1860-61 they presented a petition in the Commons against the alteration to abandon the junction at Mountrath, and to make junctions at Ballybrophy and Maryborough. Counsel attended to watch the case, &c., but no evidence was given against the Bill. The company did not petition against the Bill when in the Lords.

5034. The witness by his replies either does not understand the nature of the agreement or he endeavours to mislead the Commission. No subsidy of any kind exists, but there is an arrangement at three stations where the Waterford and Limerick Company and the Great Southern and Western Company come into competition. By this agreement the rates by either route are the same, the public being allowed to select their own route, and the receipts of those stations for English traffic are thrown into a common purse and divided in certain proportions.

No. 5.—Great Southern and Western Railway—*continued.**Extracts of Evidence sent to the Company.**Replies received.*

5041. Then I understand your statement to be this, that the Great Southern and Western Railway Company, being interested in the traffic of Dublin, has made some arrangement with the North-western Company to secure all the traffic of that part of Ireland going by way of Holyhead?—Yes.

5042. And in order to secure this they have made some arrangement with the Limerick and Waterford Company and with Mr. Malcolmson's steamers, so as to provide that no part of that traffic shall be diverted by way of Waterford into South Wales?—They have made this arrangement, that upon all goods brought through Dublin to the North-western system in England at Liverpool or Holyhead, and consigned to Birmingham, and places north of Birmingham, that 30 per cent. off the receipts will be paid to the Waterford companies to allow it to go that way.

5043. That has the effect of diverting the traffic from Waterford to Dublin into South Wales?—It has the effect of diverting the traffic of the district to England from Waterford to Dublin, and thence *via* Liverpool and Holyhead, and in fact injuring the communication between the southern parts of Ireland and England.

5044. How does it affect the southern parts of Ireland?—Because the traffic that originally belonged to Waterford, and would come to Waterford, is diverted the other way.

5045. It goes north by Dublin?—Yes. In Dublin they have communications two and three times a day with Liverpool and Holyhead, but between Waterford and Liverpool the steam ships only sail twice a week, therefore people who have produce to send will naturally, when they pay equal rates, send all their goods by Dublin, and none will come by way of Waterford. Therefore the diversion of traffic will injure communications between Waterford and England, as the number of steamers will be lessened when they must depend upon the local traffic alone.

5046. This arises from a sort of understanding between the London and North-western Railway Company, the Great Southern and Western of Ireland, the Limerick and Waterford, and Mr. Malcolmson, the owner of the Steam Company?—And also the Cork Steam Shipping Company.

5047. What remedy do you propose for that?—As I said before, there should be some tribunal, such as the Board of Trade, to prevent railways using what I may call a very illegitimate mode of dealing with a public matter, and to forbid them doing such things as would prevent the traffic from flowing in the channel through which it would naturally flow, and not to allow any large company to subsidize a small one to the prejudice of the public interests.

5051. There is nothing illegal in this arrangement?—No, I am not aware that there is anything illegal; but although it may not be illegal, it is highly detrimental.

5052. (*Capt. Galton.*) You think, although not illegal, it is exceedingly injurious to the public interests that such an arrangement should be made?—Yes, and the public have decided so. Here is a resolution which was adopted with reference to it: "That this Committee, with all respect for the opinions of the directors, considers these arrangements to be well calculated to divert the traffic of the districts to England *via* Dublin, and vitally injure the trade and commerce of Waterford and the southern communications." That resolution was adopted at a meeting of a Committee appointed by the merchant traders and citizens of Waterford, the mayor of Waterford being in the chair.

5055. Has there been any extensive system of through booking between the North-western Company and the Irish railway companies?—We have had for a considerable time through fares for passengers between the principal stations on the North-western lines and the principal stations on the Great Southern and Western line; we did try for many years to get through booking for goods also, but we could not succeed in getting that until about two years ago, and then only to a limited extent.

5056. At the present time is there a general system of through booking for goods?—Only to a limited extent.

5057. Have difficulties been experienced by the London and North-western Company in bringing a system of through booking into operation?—Yes; I may say that we have had very considerable difficulty even with the Great Southern and Western Company, which is a line especially connected with the London and North-western system *via* Holyhead and Dublin; for instance, we have now got a system of through booking for goods between stations north of Birmingham, and including Birmingham, and the Great Southern and Western system down to the Limerick Junction. From Limerick Junction to Cork we have also through rates for goods to the same district; but there are 15 per cent. higher charges than by the steamers from the same district, the railway route being much shorter and in every way a much better route to the North-western system than the sea route is to Liverpool, and thence by railway. But the steam-packet interest was so great that the Great Southern and Western company could only consent or rather could only succeed in making arrangements with us, by charging a differential rate of 15 per cent. in favour of the sea route from Cork, which commands a very large traffic. The differential rate against the railway route from the city of Cork is 20 per cent.; but the booking to the North-western system from a great

5055, 5056. The Great Southern and Western Company have through arrangements for goods traffic to and from all their chief stations to all similar stations on the London and North-western, the Lancashire and Yorkshire, the Great Northern, and Manchester, Sheffield, and Lincolnshire Railways, and they have lately agreed to make through rates with the Bridgewater Canal Company.

5057. See reply to 1651.

It is not from any fault of the Great Southern and Western Company that some places on the Waterford and Limerick line are not in connexion with stations on the London and North-western Line south of Birmingham. The Waterford and Limerick Company are the objecting parties. Such arrangements were in force at one time, but were put an end to by that company.

No. 5.—Great Southern and Western Railway—*continued.**Extracts of Evidence sent to the Company.**Replies received.*

portion of the best traffic district of the south-west of Ireland was limited to stations north of Birmingham, they would not make the through rates south of that place at all.

5058. Are the Great Southern and Western Railway Company of Ireland connected with any large shipping companies?—I believe that some of their directors are; and there are a number of lines in the district—cross lines—down to Waterford, and other ports, that appear to have some control over the Great Southern and Western board, either by competition, or by some other means, so that we could only get an arrangement made, such as I have stated, by making a joint purse, in which the steam packets were interested as well as the railway companies; and in fact, we were compelled, in order to get an arrangement made, to sacrifice a portion of our railway distance, which we had to make over to the steam packets. Our mileage, in fact, does not really commence until we reach Holywell on the Holyhead railway; the distance between Holyhead and Holywell being given to the sea route.

5059. (*Mr. Glyn.*) How many miles is that?—About 70 miles; it is the difference in the distance between Dublin and Liverpool, and Dublin and Holyhead.

5060. Practically, is there very little through booking from Cork *via* Dublin on to your system?—There is scarcely any, in consequence of the differential rate of 20 per cent., which throws the traffic on to the water; and it was intended, as I believe, to do so.

5071. Do those steam-packet companies do more than fairly compete with the railway companies?—In the instances that I have already given, there is a differential rate, that is owing to the Great Southern and Western Company being so mixed up with the steam-packet interest that they enforce this differential rate, which therefore entirely prevents the development of the traffic upon the railways.

5076. The division of the money which is received into a common purse is not per mile, but it is a division made by the companies in which the larger portion is claimed by the Irish company?—Yes, and that very much cramps the through arrangements; the tax upon the English company is too great.

5076. (*Mr. Horsfall.*) Does your answer apply equally to goods as to passengers, or are your rates not higher on cattle in England than in Ireland?—I think not; I think in most cases they are lower. In cases of through rates of that kind we always endeavour to meet them by making such rates as will develop the traffic of the Irish railways, while, on the other hand, they adhere to their local rates in all cases, which of course prevents the traffic being brought.

5078. (*Chairman.*) Is it your opinion that some of the Irish railways are managed with a view to the profit of the steam-packet companies rather than the profit of the railway companies?—Yes, I think so; there is also another difficulty which we have experienced, and that is, as to the question of the sea risk. Several of the Irish companies object to make through rates in consequence of the risk which they think is incurred by the railway companies in booking through. I believe, as the law stands now, a steam-packet company is only liable for a comparatively small sum in case a vessel should be lost; whereas, if a railway company books a passenger through, they might be held liable, as a railway company under Lord Campbell's Act; and therefore some of the Irish railway companies refuse to incur that risk, and to join in through rates. That I believe is a very serious obstacle to the development of the through traffic between England and Ireland.

5082. (*Chairman.*) What reason is given by the Irish railway companies for limiting the through booking to the district north of Birmingham?—I really cannot tell; we get no direct reason for it, except that they object.

5083. If it be advantageous to them to book through to places north of Birmingham, why should it not be equally advantageous to book through to places south of Birmingham?—In the instance that I have referred to, it was the steam-packet interest that prevented it. To some extent we have through rates with the Great Southern and Western Company to London for goods, but it is not to a large extent, because on other parts of the line through rates to London, or south of Birmingham were entirely refused. We had been trying for so long a time to get a through arrangement made, that we were at last quite glad to accept the thing upon any terms, being in hopes that as things went on, the Irish railway companies would at last extend it.

5086. You stated, I think, that you thought the fact of there being a steam-packet interest on the Irish Railway Boards prevented the development of traffic on the railways, but why should that interest be adverse to the development of that traffic?—If a board is composed of persons who are partly interested in steam packets, they will endeavour to get the rates fixed, so as to take the traffic down to the port in which they are interested, and not to come through by railway to Dublin.

5087. They prefer giving differential rates, which shall carry the traffic towards the port in which they are interested, instead of encouraging traffic generally over the line?—If you take those lines of railway from Limerick and Tipperary to the coast, the rates down to Waterford would be so arranged as to take the traffic down to that port, and to be shipped and taken from thence by steamers, instead of being taken to Dublin, and sent on from thence.

5058–5060. Not one of the directors of the Great Southern and Western Company is in any way connected with the steam packet interest between Ireland and England, nor have the steam packet companies the slightest control over the Great Southern and Western Railway.

5076. The division under the *common purse* arrangement is confined to *three stations* in Ireland, viz., Limerick, Limerick Junction, and Tipperary, and from all other stations on the Great Southern and Western line the division is by *mileage*.

5077. Not applicable to the Great Southern and Western Company, who have no through rates for cattle; and for goods traffic *see* reply to 5076.

5078. The first portion of this answer is quite incorrect. The latter part, referring to the state of the law in regard to sea risk when the company entered into arrangements for through booking for cross channel traffic, is correct; nevertheless it has not prevented the directors from making through rates.

5082, 5083. This is a mistake, as the Great Southern and Western Company has through rates to and from all their chief stations, except Limerick Junction, with similar stations south of Birmingham.

5086, 5087. Answered already.

No. 5.—Great Southern and Western Railway—*continued.**Extracts of Evidence sent to the Company.**Replies received.*

5268. Have you attempted to make arrangements with any other large Irish companies, such as the Great Southern and Western and the Great Midland of Ireland?—We have. I have frequently requested them to make through booking arrangements, but we have hitherto failed. They have given us the general reply, that their arrangements were already made by agreements with other companies, and when those agreements expired they would consider the question of making arrangements with the Midland.

5269. Have those arrangements of the Ulster Company been of long standing?—We have no agreement whatever; it is merely a temporary arrangement from day to day. I believe the Ulster Company has an agreement, which I have never seen, by which a considerable portion of the traffic is diverted by the Dublin route; we have never pressed it upon them, waiting till they themselves were in a position to arrange with us.

5270. Do you think it is possible that if more complete arrangements could be carried out between the English companies and the Irish companies any large amount of, or any traffic at all could be developed which does not at present exist?—I have no doubt of it; I think the Irish railways ought to be thrown open to every English company who can book through, if it is a reasonable route. I may state that from Belfast to some of the very largest and most important manufacturing districts of England the Midland route is the nearest and best. We have met with great difficulty, and we have persevered with the communication between Morecombe and Belfast for many years at a very great loss; but we have now turned the corner, and the boats are paying better than they did.

5916. (*Mr. Hamilton.*) Do the directors of the Great Southern and Western Company refuse to give you through booking arrangements?—I have not personally asked for through booking arrangements until a few weeks ago, and then they refused them; but I have understood from other parties in the south of Ireland that they have been always anxious to obtain through booking; however, I cannot speak of that from my own knowledge.

6435. On the Great Southern and Western Railway, for instance?—I have no doubt of it.

6436. (*Mr. Hamilton.*) What freight did you pay from the south of Ireland to Belfast?—I think I paid at that time 30s. a ton from Cork, the through freight to Belfast.

6437. What would be the direct distance by railway?—164 miles to Dublin and about 100 to Belfast.

6438. (*Capt. Galton.*) Is there a large quantity of flax sent from that part of Ireland to Belfast?—Ten years ago there was rather a large supply, and there will be again, I expect. We are erecting a large spinning mill in Cork, and if we do not send the flax it will be sent as yarn or as linens.

6439. Do you think that that would be a remunerative traffic for the railway company?—Yes.

6440. Would it be sent in sufficiently large quantities to make it remunerative?—It will be, I think, in time; it has not been hitherto.

6441. When you say that large quantities were sent some time ago, have you any idea of the actual quantities? Can you give in tons the quantity sent per annum?—No, I cannot; but I sent myself the produce of about 500 or 600 acres.

6442. To what would that amount in tons?—I suppose over 100 tons. It was the scutched flax. I cannot say exactly. I was merely one. There were several other mills working at the same time.

6443. Do you think that flax will continue to be grown to a large extent in the south of Ireland?—I hope so.

6444. It is a remunerative trade?—Yes, a great number of persons grew it last year. Some were disappointed who did not understand it, but a great number were satisfied.

6445. Does the rain affect it?—Yes, it does. It cannot get too much rain in the growing time from May to June; and in that way we have great advantages, for we have plenty of rain.

6446. (*Lord Donoughmore.*) In what part of the county of Cork is the flax grown?—Generally in the west part of the county of Cork.

6447. (*Mr. Hamilton.*) If you could send the flax to Belfast by railway at the same rate as round by sea, would it not be a great convenience to you?—Yes, decidedly.

6448. It is only the excessive charge that prevents you?—Yes; when I was doing it, there was great inconvenience in corresponding with parties in Dublin and Belfast.

6741. (*Capt. Galton.*) Might not one railway company borrow rolling stock from another?—I am sorry to say that they do not do so; there is not that feeling existing between them that there ought to be and they do not borrow from each other. The Great Southern and Western line is connected at Athlone with the Midland, and they could if they pleased supply to Ballinasloe a superabundance of trucks, and if they did that, and carried the cattle a shade cheaper, all the cattle bought and sold at Ballinasloe would be brought to and taken from Ballinasloe by railway.

6802. (*Chairman.*) You are a wholesale merchant of Dublin?—I am.

6803. Has your attention been directed to the system pursued upon the Irish railways, with respect to rates and charges?—It has for a considerable time.

5268 to 5270 and 5916. No such application ever made by the Midland Company to the Great Southern and Western Company.

6435 to 6448. Not more than 2 to 2½ tons of flax can be put in a truck, and the rate for it from Cork to Belfast is 30s. per ton, including terminals and cartage in Dublin.

6741. The Great Southern and Western Company do lend rolling stock to every company with whom they are connected, and they to us, on application; and there is no exchange of goods or cattle at Athlone. All go forward in the trucks in which originally loaded.

No. 5.—Great Southern and Western Railway—*continued.**Extracts of Evidence sent to the Company.**Replies received.*

6804. Have you formed any opinion with regard to the possible improvement of that system?—The opinion I have formed for a considerable time has been, that the proper development of the commerce of the country can only be effected by cheap rates, both for passengers and goods traffic. Railways, as the great highways of the country, are necessarily the great monopolists of passenger and goods traffic; and as such should in every possible way give every facility for cheap, safe, and expeditious travelling, whereby the trade of the country would be extended, and the resources developed. In this country the very opposite is the policy pursued, and the interests of the poor are not considered; and the rich, although heavily taxed, and even willing to pay, are seriously inconvenienced when travelling from any distant part. The very germ of success to commerce is facility, and if facilities are not afforded, it then amounts to an obstacle which is exceedingly disheartening when the very opposite should be afforded. In illustration, one of the articles of commerce we largely deal in and manufacture is white paint. This article is most extensively used; but our trade is seriously curtailed by the high rate of carriage by the Great Southern and Western line charging 20s. per ton to Cork, whereas the same article can be brought by steamer from Liverpool and Bristol at the rate of 10s. per ton. It is perfectly plain that we must either forfeit 10s. per ton in our price or get the trader to pay us 10s. per ton more, which is not at all likely he will do.

I have prepared a short tabular statement showing the charges on articles in large daily consumption, and which in my opinion are excessive.

This tabular statement is merely intended to show that the charges for conveying many articles of commerce is excessive, and in most cases considerably in excess of freights from any English port, in some cases double, thereby precluding the possibility of trading, owing to the high rates.

6819. Are you prepared to make any statements upon the subject?—I am intimately acquainted with the corn and flour trade of Ireland. As the means of transport is essential to the carrying on of this branch of trade profitably, I have given the railway system of Ireland, its rates, charges, and facilities of transit, my especial consideration. I have found each and every company I came in contact with disposed to exact the extreme rate of remuneration for the services they perform, and it was only by having the means of transit by the Grand Canal kept open that they were prevented from advancing their rates of freight still further, and thus materially interfering with the trade and commerce of the interior. That was with reference to a Bill that was promoted by the two principal companies, the Midland Great Western and the Great Southern and Western, in the year 1860, for the purchase of the Grand Canal, with the view of buying it up as a competitive means of communication. They ultimately failed, and the canal reverted to its original owners, and is now worked by them with great advantage to the districts that it serves. The result of a combination between the Great Southern and Western and Midland Great Western entered into some years since, by which the rates and fares are fixed and healthy competition is precluded, is, in my opinion, prejudicial to the development of the natural traffic and trade of the country, and calculated to retard materially commercial enterprise. The further extension of the railway system into districts unaccommodated already is postponed inevitably; and it is a part of the agreement entered into that no encouragement, even so far as the haulage of traffic by either of these two companies, be given to branch lines in a certain territory understood to be the property or right of the other company. That agreement was confirmed by an award.

6820. (*Mr. Glyn.*) How did the award arise:—There were two arbitrators chosen and an umpire. There had been a great deal of competition going on between them for some years.

6821. Then the conditions of that agreement were settled by an arbitration?—Yes; they both work the traffic under that agreement, and are bound to observe the conditions of it. The rates being fixed is obviously detrimental to the interests of the districts. That award is signed by "Edward Watkin" and "Mark Huish."

6822. (*Chairman.*) Will you call attention to the material points of that award?—It recites the circumstances of the case under which the arbitrators were chosen, the differences which had arisen, and that they had been chosen to settle the matters at issue.

6823. (*Mr. Glyn.*) What were the matters at issue?—Competition of rates at points at which they touched. What set it going more particularly was this, the Grand Canal had been leased by the Midland Great Western, one of the lines, for a series of years, whereby the Great Southern and Western felt themselves aggrieved. A considerable degree of competition was carried on by means of the Grand Canal, which was the bone of contention between them, therefore it was a matter of serious consideration by the arbitrators. This is their award upon the subject: "And we further award and adjudge that in anticipation of and until the authority of Parliament shall be obtained for such purchase, and with a view to the objects thereof, and in order that the benefits to the public and the said companies expected to be derived therefrom may at once be obtained, so far as an harmonious system of working and arrangement of the undertaking of the said canal and railways can effect the same, an interim agreement for the joint working and

6804. Some of the rates shown are incorrectly quoted. Limerick rates are all wrong, being much in excess.

6819 to 6828. The award referred to had for its object the termination of hostilities then raging between the two companies, and which had its origin in the Midland Company obtaining possession of the Grand Canal, a navigation running through a large portion of the line of the Great Southern and Western Company.

No. 5.—Great Southern and Western Railway—*continued.**Extracts of Evidence sent to the Company.**Replies received.*

"management of the said canal by the said two railway companies shall be entered into between them and the said Grand Canal Company; and that the said canal shall, as far as practicable, be conducted and managed as part of the undertaking of the said two railway companies by the joint committee herein-after mentioned, as and from the 2d day of July 1860."

6824. Did you not say that the Grand Canal is quite independent now?—That was the result of the opposition on the part of the public. So far as regards the canal the Bill was before Parliament, and it was passed with such a rate of toll as the railway companies did not deem it their interest to accept, therefore they objected to the Bill. So far as the canal is concerned it comes out of the arrangement altogether, and the remainder of it only stands good. Perhaps it will be as well not to refer to that part of it any further. Then they go on: "And we further award and adjudge that after an Act of Parliament shall have been obtained containing the necessary powers to the said two railway companies respectively, they shall enter into such agreement or agreements as may be necessary to carry out and render legally binding the provisions of this award, or any of them; and the form of such agreement or agreements shall, in case of difference, be settled by arbitration, under the provisions of the said Act; and that such agreement shall be made to take effect in perpetuity, if so authorized by the said recited Act; and in order to settle and define the district of country within which the system of railways and canals belonging or attached to or worked for the benefit of the said companies respectively shall be considered as between themselves, and having regard to the permanent advantage of the public, and the objects of the said submission and this award to belong, we have laid down upon a map or plan of Ireland attached to this our award, and signed by us and our umpire, the said George Leeman, such a division line of the country traversed by or to which the said railways respectively and the canal or water communication contiguous thereto, either directly or remotely, afforded accommodation, as, in our judgment, to represent the district served, or which ought to be hereafter served, by means of each of the said two railway companies, or parties in connexion with them, or promoting branches to or from their respective lines, or to or from the said canal. And we further award and adjudge that neither company shall make, promote, assist, or encourage any lines of railway to any point beyond the boundary line now awarded or intended to join a portion of a line in contravention of such boundary; nor in the event of any lines being made by other parties shall either of the railway companies, directly or indirectly, enter into any alliance or arrangement with such parties to or from any point which can fairly be considered and declared by an arbitrator, if disputed, as within the scope and intention of this award." It was to that particular point that I wish to direct attention, in order to show that they have parcelled out the country, as I may say, between them, and allowed of no interference on the part of any branch lines, or any traffic coming from them. Of course they had the country completely under their control, each in their own territory.

6825. (*Chairman.*) Without going through the whole of that award is not the result this, that in consequence of an agreement between the two parties they agreed not to compete with each other, but to divide the traffic in certain proportions?—Yes.

6825. (*Mr. Horsfall.*) Was the object of the two railway companies to do away with the opposition of the canal?—Yes, that was the principal object.

6827. In which they failed?—Yes, they had the object of dividing the rates at the two places at which they came into competition, namely Clara and Athlone. At those two places they put the receipts into one common purse and divided them.

6823. But still they have the competition of the canal against the two railways?—They have. The principal point that I wish to draw attention to is that according to that agreement no branch lines were to be promoted in a district which each considered as their own. The rates for freight are unequal, and in my opinion considerably higher than the trade can afford; and I am satisfied that a moderate reduction would speedily induce an increased traffic over the lines of the greater part of Ireland. I am of opinion that any arrangement which could be effected whereby the railways of Ireland could be worked as one general comprehensive system, and the rates and fares lowered to a point analogous to those of Belgium and the continent, would more speedily develop the resources of the country, and induce the investment of capital in trade and manufactures than any other measure that has yet been put forward, and that it would speedily result in increasing the receipts derived from the Irish system of railways, making 20,000,000*l.* of capital at present invested yield a fair and reasonable return instead of the miserable dividend at present paid upon the average of Irish railways. I am strongly of opinion that, in order to make railways fully remunerative, you must fix the rates they receive in proportion exactly to what the circumstances of the country are in which they are situate. This has never been done in Ireland yet on any extended scale, and yet the railway authorities complain that there is no traffic, and their receipts gradually dwindle down and the rates are kept up to fully, if not beyond, the English maximum. The existing traffic is thus literally passed by and not fostered, while trains run comparatively empty, and as a con-

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sequence shareholders receive no dividend. Railway companies must be satisfied to take for their remuneration the amount that is forthcoming, and not demand what cannot be complied with.

6830. (*Chairman.*) Are you able to state that your own trade in grain could be materially increased if the charges were lowered?—Decidedly.

6831. (*Mr. Glyn.*) It would move more up and down the country with a reduction of charge?—Yes; we should cover a greater district of country; for instance, the rates in our particular case have been advanced since the canal competition has actively ceased. I should have mentioned that one result of the canal reverting to its original proprietors has been that they have now made an arrangement by which they compete at certain rates without conflicting, and the rates of the railways have been raised nearly 25 per cent. in many particular instances since that occurred.

6832. (*Chairman.*) The rates upon the canal have been raised?—Yes, both the canal and the railways have advanced their rates nearly 25 per cent. Three or four years after the canal had reverted to the canal proprietors, they worked in fair competition only.

6833. (*Mr. Horsfall.*) Then the directors of the railways and the canal have arrived at a right understanding?—Yes.

6834. (*Mr. Glyn.*) Do you think that the high rate upon grain prevents speculation in that article, that is to say, where a party buys grain at one port at a low price he cannot forward it to another port where the price is higher, on account of the high rate of carriage?—I do not think it has that effect; it does not stop speculation.

6835. It does not stop bargaining in fact?—No, but it prevents an equalization of price to the fullest extent which there might be. It is high in some districts and low in others.

6836. (*Mr. Horsfall.*) What per-centage of reduction of the rates upon grain would you consider necessary to confer any appreciable benefit upon the trade?—I think from one half to one third would be a very fair reduction.

6837. Do you think that that would pay the railways equally well through the increased traffic that there would be?—Not for some time, certainly not; for perhaps two years, or a sufficient time to allow of the development of the traffic that would be created by the lower rates. There must be sufficient time to put the new system upon its trial, not immediately, certainly.

6838. Do you think it would after a lapse of two or three years?—I should say so.

6839. (*Mr. Glyn.*) You say a reduction of one third; what would be the actual figures?—The present rate of grain is about $1\frac{1}{2}d.$ per ton per mile. That is the lowest rate on any quantity.

6840. You wish it to be fixed at that?—I think $1d.$ per ton per mile would be a very fair rate.

6841. (*Mr. Ayrton.*) Where is the increase of traffic to come from; from what source?—I do not know that in grain there would be so much increase created by the lower rates, but in other articles there certainly would, such as manures and many other goods, and in grain to a certain extent, but not to the same extent as other articles.

6842. The diminution of the charge would be at the rate of $\frac{1}{2}d.$ per ton per mile, you say; that would be, on the average of 50 miles, $2s. 1d.$ on the ton?—Yes.

6843. That would be about $6d.$ on the quarter?— $5d.$

6844. Do you think that the economy of $5d.$ on the quarter would lead to any increased growth of grain in Ireland?—I am certain that it would; to what extent I cannot say, but I am certain that it would lead to some. I know many mills which are at this moment idle by reason of the rates of freight rendering them not able to be worked profitably.

6845. You think that the difference of $5d.$ per quarter would set them into activity?— $5d.$ a quarter would be a very great consideration to men of business.

6846. Do you think that an additional charge of $5d.$ per quarter is the cause of their inactivity?—In some instances decidedly so.

6847. Can you mention one?—There is a mill at Athlone, and another at Clara, to which that remark applies.

6848. Take the Athlone mill; in what way does the additional charge of $5d.$ per quarter prevent that mill from working?—A miller situate at Athlone must buy his grain either at Galway or Dublin. Home-grown wheat is almost out of cultivation, at least in the district about Athlone, and in all districts with the exception of Cork, Kilkenny, Carlow, and the south. As regards Athlone, home-grown wheat is hardly known. Therefore a miller must buy his wheat in either of those ports, and bring it down to Athlone, and grind it there, and supply the markets in the immediate vicinity. Therefore it must be patent that any saving whatever is of material assistance to him.

6849. If he must bring his grain, how does the $5d.$ per quarter prevent his bringing it, if there is grain in the country to compete with him?—But the country is supplied with mills which are on the seaboard; for instance, Galway and Dublin supply the market, and they have an advantage in supplying the markets because they are able to send more directly. They only send the exact quantity of flour that is required. Whereas the miller at Athlone might bring the whole of the wheat down, and perhaps be able to sell one portion to an advantage, and another portion not to an advantage; and therefore there is that against him.

6850. Do you not think that the injury to the Athlone miller results

6830–6855. The sole cause of the decline in the milling trade, in the interior of Ireland, was the repeal of the Corn Laws. Ireland formerly supplied the manufacturing districts of England with flour from Irish wheat. This trade has nearly ceased, and owing to the erection of steam mills in the seaport towns, which manufacture wheat, the mills in the interior of Ireland are now principally employed in supplying the local demand.

To talk of $5d.$ per quarter affecting the quantity consumed is simply an absurdity.

No station short of Cork has a higher rate for carriage of grain than between Cork and Dublin, $12s. 6d.$ per ton.

6837. This is purely a matter of opinion, from which we entirely dissent.

No. 5.—Great Southern and Western Railway—*continued.**Extracts of Evidence sent to the Company.**Replies received.*

from the fact that he comes in competition with the miller of Dublin, which is the place of import?—No doubt; but then he would be much better able to compete with a moderate rate of freight than with this rate of freight. The rates I have given have been increased materially.

6851. The only result would be that the trade would be transferred from one part of the country to another?—That would be one result, and I would say that a larger trade would be done to some extent.

6852. If the corn went the flour would not go?—No.

6853. Therefore the railway company would not have any more traffic?—The railway company would not have any more traffic than what would be created by the increased business that would be induced by the moderate rates of freight. There might be some points at which the rates of freight would prevent business, and another point at which rates of transit would induce business.

6854. There would be no increase of traffic to the present railway companies?—Not if only the same quantity were carried; but I think a larger quantity would be carried to some extent; to what extent I am not prepared to say.

6855. You think 5*d.* per quarter would seriously increase the consumption?—I think 5*d.* per quarter on oats would, for instance, allow an increased profit to the grower. I wish to allude to the rates charged by the railways generally; they are very unequal; they are not governed by any equal system at all. I have made out a table of the rates on grain, and I find that the governing point is the contiguity of the seaboard in nearly all cases. As between Dublin and Cork, which is a distance of 166 miles, they have a rate of 12*s.* 6*d.* per ton, because the steam competition interferes and reduces it; while to many stations short of Cork they charge a higher rate. The same principle holds good with the northern rates; for instance, the rates to Belfast, Londonderry, Galway, and Sligo; and it will be found that the intermediate rates are considerably higher than the through rates. The whole principle which regulates the making of those rates by those companies is, what they can get, not what is a fair and regular rate.

6856. (*Mr. Horsfall.*) What is the extent of the difference in the mileage rates between the two extremes?—The fare from Dublin to Belfast is 10*s.*, the distance being 113 miles; and the fare from Dublin to Banbridge is 15*s.*, the distance being 87 miles. That is only two-thirds of the distance, and yet the rate is one-half more.

6857. (*Mr. Glyn.*) On the same line?—On the same line, but for a portion of the way.

6858. Not the whole way?—No.

6859. Do you know the respective fares charged by each Company?—I do not. This is the table I refer to:—

6859, 6860. Scale of rates for grain herewith:—

DUBLIN to				DUBLIN to			
	<i>s.</i>	<i>d.</i>	Miles.		<i>s.</i>	<i>d.</i>	Miles.
Balbriggan -	-	4 2	22	Clara -	-	9 0	68
Ballybay -	-	15 0	98	Athlone -	-	11 0	78
Banbridge -	-	15 0	87	Ballinasloe -	-	11 6	92
Belfast -	-	10 0	113	Athenry -	-	12 0	113
Castleblaney -	-	13 6	72	Galway -	-	12 0	126
Cavan -	-	10 6	85	Tuam -	-	11 0	129
Clones -	-	15 0	94	Longford -	-	9 3	76
Cootehill -	-	16 0	88	Carrick -	-	12 6	98
Drogheda -	-	5 6	32	Boyle -	-	13 0	106
Dundalk -	-	6 8	54	Sligo -	-	10 6	134
Dungannon -	-	12 6	102	Cavan -	-	8 0	85
Enniskillen -	-	16 8	116	Crossdoney -	-	10 8	81
Kells -	-	7 9	58	Roscommon -	-	12 3	96
Lisburn -	-	13 4	106	Castlereagh -	-	13 0	120
Lisnaskea -	-	19 8	105	Claremorris -	-	13 0	135
Londonderry -	-	13 0	176				150
(Steam to Belfast, thence to Derry rail.)				Fermoy -	-	12 6	162
Londonderry -	-	25 0	per rail.	Templemore -	-	9 6	79
Lurgan -	-	13 4	93	Cork -	-	12 6	166
Newry -	-	9 2	70	Roscrea Junction -	-	8 0	67
Dunlun -	-	7 6	42	Clonmel -	-	12 0	132
Portadown -	-	10 0	88	Nenagh -	-	10 0	96
Navan -	-	6 0	48*	Carlow -	-	8 0	56
Dublin & Mullingar -	-	7 6	50	Enniscorthy -	-	10 0	78

	Miles.	Per ton.	Per ton per mile.
		<i>s.</i>	<i>d.</i>
Dublin to Fermoy -	162	12	6
Templemore -	79	9	6
Cork -	166	12	6
Rosnea and Parsons-town Junction -	68	8	6
Clonmel -	135	12	0
Nenagh -	97	10	0
Carlow -	56	7	6

The Great Southern and Western Company as a rule charge lower rates per mile as the distance the goods are conveyed increases.

Unequal rate. Passenger fares through to London.

			First class.	
			£	<i>s.</i>
			<i>d.</i>	<i>s.</i>
DUBLIN to London, Return	-	-	5	3
London to Limerick "	-	-	5	6
" " Kilkenny -	-	-	5	6
" " Fermoy -	-	-	5	6
" " Galway -	-	-	6	16

* Competition.

6860. (*Chairman.*) Can you give any comparison of rates of the Great Southern and Western?—I have none of the Great Southern and Western; they are increased, I know, for some of the shorter distances in considerably higher proportions, but none in which the increase is so

No. 5.—Great Southern and Western Railway—*continued.**Extract of Evidence sent to the Company.**Replies received.*

very great as that. There is Lisburn, 13s. 4d.; that is on some lines 10s., as between Belfast and Dublin; Lisburn is a shorter distance than Belfast by eight or 10 miles. Passenger fares have also been advanced 10 per cent. during the past 10 years on both the Midland and the Great Southern and Western railways.

6861. (*Mr. Glyn.*) On all classes of passengers?—Yes.

6862. In the same proportion?—Yes.

6863. (*Chairman.*) Have you any other suggestions to offer?—Many of the present existing smaller companies are burdened with capital by reason of the difficulties which they had to contend with in their construction; consequently, a large portion of their capital is lost, and the original shareholders receive no dividend whatever. The Streamstown and Clara line originally passed by Parliament as a central through north and south link; it is not now used by reason of the want of arrangement as to times and communication between the Great Southern and Western Railway and the Midland Railway; the traffic is consequently turned back and driven round through Dublin, and the outlay on the part of the Midland Company remains unproductive. The award by division of traffic between the two companies at Clara and Athlone has completely taken away the inducement to either company to develop or induce the traffic at either of these points, as it is manifest when the receipts are thrown into a common purse neither company has the inducement there would be if such were not the case. Steamboat navigation on the Shannon between Athlone and Killaloe had been previously carried on by the Midland Great Western Railway, but has since for the same reasons been abandoned, and the traffic diverted. The Great Southern Company bought the steamers for the purpose of keeping them idle.

6962. If they were willing to be taxed for the purpose, why not try the experiment there?—Ireland is a much poorer country, and therefore the effect would be more striking. England can afford to pay while I do not think the poor people of Ireland can pay. I am persuaded that the true source of profit in Irish railways is to be found among the third-class passengers; but the directors of Irish railways throw every difficulty they can in the way of conveying third-class passengers. On the Great Southern and Western line there are five trains which leave Dublin daily, carrying first and second class passengers, and the result is, that by those five trains they carried in half a year 148,000 passengers, and the income was 60,900*l.* in round numbers. They run but two trains daily by which they carry third-class passengers, and yet by those two trains, running at most inconvenient hours, they carried 243,000, and the income was nearly 35,000*l.* as against 60,900*l.* derived from the carriage of first and second class passengers in five trains.

6963. I will put this to you:—Suppose the experiment to be tried as you have suggested, and suppose that it answered, in so far as it was a benefit to the country, which it no doubt would be, and that it produced a considerable increase of traffic; but suppose that that increase of traffic was still not sufficient to make up, or nearly so, the deficiency produced by the reduction that had been made, do you not think that, in that case, there would be a very heavy pressure put upon the State still to continue those low rates, although the railways would be thereby worked at a permanent loss?—I think that such a pressure, if I can imagine such a contingency occurring, would be put upon the Legislature; but I cannot imagine the possibility of such a contingency in the long run. I should like to mention to the Commission a circumstance which occurred about three years ago, and which I think illustrates this matter. I was travelling with some members of my family from Glengariff in Bantry Bay. I was posting to Cork in the afternoon of a summer's day, and we stopped at Macroom, which is a miserable little town about 24 miles from Cork, to change horses. After leaving the town we met with one of the long cars which are common in the south of Ireland, and this was crowded with passengers. I was astonished to see such a crowd standing round the driver, and I asked our driver the cause of it, and he said that there was an opposition started, and that we should meet in a few minutes another car just as much crowded as the other, and so in fact we did. There were no fewer than 72 passengers coming out from Cork on that summer's evening to Macroom, which of itself was a miserable place, all of them having gone into Cork in the morning, and the driver informed me that before the opposition had been started there had not been a sufficient number of passengers to give profitable employment to one car.

6964. (*Capt. Galton.*) At what rate were they carried?—For 1*s.* for 24 Irish miles, or 30 English miles. Our driver said if any old woman wanted to buy a petticoat, or a man wanted to buy a pair of brogues, they would go into Cork to buy them, as they would have a wider range for selection.

6965. (*Mr. Dalglish.*) Did you make any inquiries as to whether the opposition proved profitable to the car owners?—I only spoke to our driver.

6966. Did you learn from him whether it was successful?—Yes. Every day it was the same.

6967. Was it profitable to the proprietors?—Yes; indeed they could not carry all the persons who applied to be carried. They were carrying the passengers at the rate of about one-third of a penny per mile.

6968. (*Capt. Galton.*) And that was remunerative to the car proprietors?—Yes.

6861, 6862. The increase referred to was not put upon third-class passengers.

6863. If the Streamstown branch line of the Midland Great Western Railway is not more used it is because the traffic is so extremely limited. The line does not earn 17*s.* per mile per week, and it is doubtful if any number of trains would improve it.

The steam packets on the Shannon were worked by the Great Southern and Western Company and the Midland Great Western Company jointly and separately, but always proved a loss to the owners. So also did a loss result to the City of Dublin Steam Packet Company when steamers were worked by them upon the Shannon, and all parties merely ceased working them because they would not pay.

6962. There are three third-class trains a day in and out of Dublin on the main line, and on the branch lines every train carries third-class passengers. Therefore the conclusions relative to the earnings of the different class of trains are fallacious.

6963 to 6969. The fares charged for conveyance of passengers between Cork and Macroom are for the mail car 2*s.* each, and by other cars 1*s.* 6*d.* each, and the distance is 24 miles (statute). These fares have not varied for some years.

The fares by Mr. Bianconi's cars generally are 1½*d.* per passenger per mile.

No. 5.—Great Southern and Western Railway—*continued.**Extracts of Evidence sent to the Company.**Replies received.*

6969. (*Mr. Glyn.*) Does the same system of running cars prevail in other parts of Ireland?—Yes; they are very general over the south and western parts of Ireland.

6994. Will you proceed to do so?—One thing that we complain very much of as merchants is the great inequality in the charges, and also that the through rates are most injurious to our trade in Dublin; in fact, the parties can get *via* Dublin or through Dublin goods delivered in the inland towns of Ireland as cheap or cheaper than they can get them delivered from Dublin to those towns. We consider that that is most injurious to us, and that it saps and undermines our trade, in fact, we frequently are obliged to send our goods to other ports in England and have them stored there and reshipped in order that they may be delivered to the western parts of Ireland cheaper than we can have them delivered from Dublin. Our direct import trade or foreign trade is undermined. We have to complain of the very high rates that are charged on the railways in connexion with our travellers, they are a great bar to more frequent visits being paid to various towns in Ireland; many towns they would visit three, four, and five times more than they do if the railway charges were more moderate than they are. We also have a very serious drawback in not being able to have our customers more frequently up from the country towns to visit us for the purpose of selecting their own goods, to judge for themselves, and to be able to come and return quickly. At the present time, in some cases they are not able to come and return on the same day. A case came under my own notice only the other day; a gentleman engaged in business in Dublin wanted to send a number of men down to Tralee in order to set up a brewery, but they found, when he got as far as Mallow, his men could not get on any farther, and they were obliged to lodge in the town and get on the next day; although there were first-class and second-class trains running from Dublin to Tralee on the same day, yet there were no means for the third-class men to go on, and it was a great loss to the men in consequence.

6995. (*Capt. Galton.*) Could not they have gone on second class rather than bear the expense of their lodgings?—The person to whom I have referred was not aware of it then, and it was too late. I do not think it would have been worth while; they might have got lodgings for 2s. or 3s. in the town, but the difference between the second-class fare and the third-class fare would have been more than that. This was attended with great delay and inconvenience. Then I may mention that a merchant can get his goods delivered in Carlow, *via* Dublin from Liverpool, within a very small sum as cheaply as we can get them carried from Dublin to Carlow. In fact it only allows for cartage and the sea fare the sum of 2s. per ton, so that in fact, the customers in Carlow, instead of coming to Dublin, are driven away from Dublin, and they go to Liverpool. The Liverpool market may be sometimes a little better for them, but this naturally turns the scale, and they are driven from us to Liverpool.

6996. (*Lord Stanley.*) That is the effect not so much of the railway charges as the nature of the market and the much greater trade that is carried on at Liverpool?—It is entirely the effect of the railway charges.

6997. (*Mr. Ayrton.*) Will you mention the charges upon which your statement is founded?—Indian corn is delivered from Liverpool *via* Dublin for 12s. into the town of Carlow, whereas the charge from Dublin to Carlow is 10s.

6998. (*Chairman.*) What is the freight from Liverpool to Dublin?—About 8s. besides cartage through the city.

6999. (*Mr. Ayrton.*) Can you give one or two other items?—Formerly goods were delivered in the town of Bagnalstown, also in the county of Carlow, and they were delivered from Dublin to Bagnalstown without classification for 7s., but since that time, in consequence of an arbitrary classification, they range from 8s. 6d. to 18s. 6d., and the company refused to supply classification lists, and there are no means of checking those bills, so that parties are completely at the mercy of the railway servants. Two days before I left Dublin I sent my clerk to two of the railway companies. I sent him first to the Great Southern and Western, to ask them for a tariff of prices, and I also sent him to the Midland Great Western Railway, which runs to Galway, for a tariff of prices, but they had none; neither of those companies had anything of the kind.

7000. (*Mr. Glyn.*) Have they no published tariff of prices?—No, we never can get proper tariffs of prices, and we are entirely at their mercy as to what they charge. If goods happen to be denominated by different names, they are often charged different prices; for instance, take the case of seed corn; if it is marked "corn" it is charged one price, but if it is marked "seed corn" it is charged a higher price. If it is marked "seeds" it is charged higher again, and it leads to what is not proper, *viz.*, the parties sending seeds into the country mark them all "corn," and in consequence of that they go at a low rate. There is another matter of which we have greatly to complain, the inequality of rates for carrying small parcels. Some railways will not take any package under 56 lbs. weight without denominating it a parcel; some of them now have been taking 28 lbs.; and even within the last few weeks a new light seems to have broken in upon them, for they have reduced that, and the consequence is, that when we get an order for a small parcel of goods, and this applies to gentlemen in the seed trade, who are constantly written to by gentlemen in the country to send them

6994. The number of passengers between Dublin and Tralee do not average over two per train per day. The traffic is with *Cork*, and the trains are arranged accordingly. There are three trains a day each way between Tralee and Cork, and two through trains a day between Tralee and Dublin.

6995 and 6997. The rate.—Liverpool to Carlow is 12s., and Dublin to Carlow is 7s. 6d. per ton, not 10s. as stated.

6999, 7000. The Company do not issue published rates to the public, as they are numerous and complicated, and are subject to constant changes; but all information relative to rates can be had on application to station masters and others.

Corn and seeds are charged differently. The former is conveyed in large quantities, the latter in very small, and the value of the former is much higher than the latter, and the risk much greater.

The minimum weight per goods' train has been 28 lbs. for years, and even this minimum does not apply except when parcels are brought to the company as separate packages, not when accompanying other goods.

No. 5. Great Southern and Western Railway—*continued.**Extracts of Evidence sent to the Company.**Replies received.*

certain portions of seed in a hurry, if the package should be under 56 lbs. it is charged a very high rate for the carriage; if it should be over 56 lbs., then it goes in as luggage, and the consequence is that we are obliged to do this,—if we get an order for a parcel that weighs 42 lbs., or 40 lbs., or 36 lbs., we make it into a package, and we put stones or bricks at the bottom of the package, so as to make it up to 56 lbs., and then it goes for 10d. or 1s., or 1s. 6d.; but if we did not put those stones in it would cost 3s. 6d., 4s., or 5s.

7001. (*Lord Stanley.*) What is the explanation of that difference in charge?—We never could get any, and we never can, hardly, get any explanation in Ireland; they give us a regular stereotyped answer, that they will take it into their consideration; they say that they must fix the weight at some point. This week I have learned that the Great Southern and Western Company have fixed their weight for packages at 28 lbs., and the Midland Great Western have fixed theirs at 56 lbs. There are two railways running from Dublin, and they have a different system and different plan altogether; we are not obliged to use so many stones in the case of the Great Southern and Western as in the case of the other railway, and what we should like would be that there should be a proper tariff for the carriage of parcels, commencing, say, at 7 lbs. and going on to 14 lbs. and 28 lbs., to be charged according to the distance carried. I should be glad if the system adopted in the case of the penny postage was carried out, so that they would carry for a short distance as for a long distance, or that it might be divided into 50 or 100 miles; but we have never been able to accomplish this; we can get no redress, and they will sometimes hardly listen to us. It would be a great advantage if our customers and the working classes could be brought to Dublin and be taken back again at low rates. I will take, for example, the rate charged upon the London and North-western Railway, and this is what we want in Ireland. A man can go first class from Dublin to Wigan for 6s., that is including the sea fare, 2s. 6d., across *via* Holyhead; then he can be carried through Chester to Wigan for 6s. The consequence of this is, that a number of working people, labourers and harvest men, go in this way: but in Ireland there is no such thing, for our people are shut up in the towns in which they were born, and they cannot get out of them; there they are mixed up, and there are no means of giving them improvement or enlightenment, or the means of earning their livelihood in any way. I made a memorandum in Dublin as to the inequality of the charges made on the same railway; for the sum of 5d. they carry for a distance of 25 miles a certain article of commerce, and they charge 5d. for 36 miles, and they charge 5d. for 51 miles, on the same railway.

7002. (*Capt. Galton.*) Do you mean on the same part of the railway?—Yes.

7003. At what places are these charges made?—From Newbridge 25 miles; from Maryboro' 51 miles; from Monastereven 36 miles; for a certain article of commerce they charge the same rate. I am now referring to a large soda water manufacturer, and this is the charge for a hamper of soda water.

7004. Would not the effect of that be, that the soda water would be sold at the same price at the different places?—It is a great drawback to trade, and the object of this is to show the inequality of the charges upon the same railway for the same goods.

7005. Is not the effect with regard to the soda water this, that each retailer of the soda water who has it sent to him at the same price gets the same profit out of it at each place?—The price is fixed; there is no rule as to profit.

7006. The soda water is delivered at the same price at the three places?—Yes.

7007. If the railway company can afford to carry it at that price, the man who lives farthest off receives it for the same charge?—No; the three towns pay different rates of tariff for the same article.

7008. Different rates per mile?—For the same sum they will deliver a certain parcel, carried 51 miles for 5d., also for 25 miles for 5d., and also for 36 miles.

7009. Just as the post office will carry your letters?—Yes.

7018. (*Mr. Ayrton.*) Can you give any other instance, besides the single one you have already given, of Indian corn being conveyed to Carlow, the rates from Liverpool being to the same place in Ireland less than from Dublin to that place?—There is a house in Dublin which gets one description of goods carried from Dublin to Cork for 5s. 4d. per hogshead, and the charge for another description of goods is 10s. 11d. per hogshead; one article is ginger cordial and the other is ginger wine. There is really no difference in the value, but one has a greater name than the other.

7019. What is the selling price of the article?—Perhaps 5s. a gallon each, but one has a nicer name than the other, consequently it comes under a different tariff, although of precisely the same value and weight.

7033. (*Chairman.*) Do you send goods to Cork at a lower rate than they are charged to such places as Templemore and Mallow?—Yes, we do.

7142. It would be profitable to the railway companies, you think, to lower the rates?—I think they would have more to do if they did so.

7143. That being so, why cannot you make them understand that?—We have written frequently to the chairman of these boards. I have written frequently to the directors of the Great Southern and Western line as to a lower tariff instead of the higher charges from Dublin to

7001 to 7009. The rates for soda water from Dublin are,—

	s.	d.	
To Newbridge	- 4	6	per ton.
To Monastereven	- 5	9	
To Maryboro'	- 7	6	"

7018, 7019. This is wrong. The rate for ginger wine, Dublin to Cork, is 15s. per ton. Ditto for cordial.

7033. This is not the case; witness is in error.

No. 5.—Great Southern and Western Railway—*continued*.*Extracts of Evidence sent to the Company.**Replies received.*

Cork, to enable us to compete with the Liverpool men, but they will not consent to it. The chairman stated that he should have to alter the whole tariff if he lowered the rate in one case, and the Liverpool people would cry out against him.

7144. You cannot persuade the railway directors that it would be a profitable thing for them to do?—I cannot; they will not yield; we could supply the Cork market with soap if they lowered the carriage of soap one-half. There again it is a matter of profit on the article, which is so very small.

7145. In Cork what is the competition against the railway that prevents your sending your soap by the railway; is it the sea carriage from Dublin to Cork?—Yes; and from Liverpool to Cork.

7146. They can get it cheaper at Cork by having it brought round by sea from Liverpool?—The Liverpool parties can supply Cork with soap cheaper than the Dublin people can.

7147. That is to say, the freights from Liverpool to Cork are cheaper than from Dublin to Cork?—Yes. I have a table here which Alderman Mackie sent to me, showing the through rates from different towns in England to different towns in Ireland, showing the various relations of one to the other, and how they affect his trade. He is a seed merchant, and he intended to have accompanied me over to have given his evidence; but just as I was starting his young man came and handed this to me on board the steamer, but without any explanation. It is a very interesting table, and I dare say the Commissioners would like to look over it (*handing in the same. Vide Appendix AN.*).

7148. (*Capt. Galton.*) Do you consider that these various grievances which you have been detailing are sufficiently important to call for the intervention of the Government?—I think they are.

7280. Are there any other matters to which you wish to call the attention of the Commission?—Mr. Robert O'Brien intended to have been here to give his evidence as to the cattle traffic, but I have received a letter from him in which he states—"My Dear Lord Mayor,—I regret that other engagements prevent me from attending to give evidence. The railways have advanced the charges for conveying cattle and sheep fully 20 per cent. the last ten years, and in addition charge the drover on his return; this has caused great dissatisfaction, and the results are as follows:—Many drive their stock to market in place of railing; others have turned to other markets, for instance, parties from Tipperary and that district who prefer Dublin have, in consequence of the increased charges, turned to other markets, Waterford and Bristol, &c. I would write more fully, but am in haste to catch the post." He is one of the most experienced sales masters in Ireland.

7144. The rate for soap, Dublin to Cork, is 15s. per ton. Ditto, Liverpool to Cork, 15s. per ton.

7280. The increase on Great Southern and Western line was 10 per cent., not 20 per cent.

The lowest rate ever charged for cattle was an average of 5³/₁₀d. per truck per mile, owners taking risk; the highest rate ever charged was 5⁷/₁₀d. per truck per mile, the company taking the risk.

No. 6.—IRISH NORTH-WESTERN RAILWAY.

6331. To whom should you look to prevent the multiplication of lines which from want of traffic cannot pay?—The object would be to prevent the formation of injudicious lines or any lines of railway that would not pay. My belief is that the network of railways would be very extensive, and I firmly believe that a well-regulated system would pay immensely, and cause an enormous amount of traffic to be developed. The next benefit would be this, that there would be a great deal of saving to the shareholders, for the results of the present system of railway management by separate boards has been most disastrous. The Commission may be aware that the Irish North-western Railway is in a state almost of bankruptcy or utter insolvency, even with respect to its preference shares, and some other lines are altogether stopped. This state of things arises partly from the want of a properly responsible body to regulate the accounts, for the object of the railway directors has always been to raise a dividend at almost any sacrifice, little considering what might be the result of the steps taken for the immediate purpose of raising a dividend. The auditors as at present established are of no use in controlling the expenditure or in certifying the correct state of the accounts. All that is submitted to them under the Acts of Parliament, or at least under the Acts of Parliament relating to the railways with which I am connected, is limited to their looking through the papers which are submitted to them by the railway directors themselves.

6332. (*Capt. Galton.*) Are you speaking of the auditors appointed on behalf of the Baronies?—I mean the auditors who are appointed by the shareholders; they are no security whatever to the shareholders.

6333. But the shareholders have it in their power to require an efficient audit to be made?—Yes; but the shareholders are very well pleased if at the half-yearly meetings a good dividend is announced, and they are not at all curious to ascertain whether the auditors have exercised a sufficient control. The auditors cannot do that because they have not the power to call for all the papers that they may want, and it is no part of their duty to determine what is for capital and what is for revenue. The result is that a great deal of money is appropriated to capital which ought to be appropriated to revenue.

6334. (*Lord Stanley.*) You put it in this way, that many of the Irish railway boards are incompetent or are unwilling to conduct the affairs of their company in a business-like manner?—I think, from the circumstance of their constitution, they are almost compelled to study how to create a dividend, in order to raise the price of the shares in the market.

6331. A copy of the last balance sheet of the company is sent herewith, which the directors are willing to submit to any test or verification that the Royal Commission may be pleased to apply to it.

It is submitted that there is no ground for the statement that the company is "insolvent."

No. 6.—Irish North-western Railway—*continued*.*Extracts of Evidence sent to the Company.**Replies received.*

6335. (*Lord Donoughmore*.) To keep the shareholders in good humour?—Yes.

6336. (*Mr. Ayrton*.) May we infer from this that they conduct the business in the most profitable manner?—I do not wish to impugn the conduct of the directors. I believe that they have been appointed to perform a certain duty, and they have to consult what they think are the interests of their constituents.

6337. Do you think that they are deficient in intelligence in arriving at the proper mode of doing it?—I think that they are not under due control, and not under the control they ought to be to make these establishments permanently beneficial; there is a continual increase of charges upon capital which there ought not to be.

6338. (*Lord Donoughmore*.) Is there not also this to be taken into consideration, that a board of directors which is not very prosperous in the way of earning revenue is very much tempted to starve a line, and to postpone necessary repairs and expenditure of that sort, which ought to be current expenditure, to be carried on every year in order to increase the permanent revenue?—I believe that to be so. The company that I am connected with has suffered severely, whether rightly or wrongly, from the imputation that such was the case. A severe accident occurred in which some lives were lost, and the company was put to a very heavy amount of expense. That was owing to the line having been, in some degree, starved; undoubtedly the line did require more repairs than it had received, and that is, at this moment, the cause why I believe the line will pay a very bad dividend if it pays any.

6358. (*Mr. Ayrton*.) Speaking of purchasing the Irish railways, have you considered the basis or the principle upon which the purchase should be made?—That, I think, is laid down in the Act of 1844, according to which there are averages to be taken over three years upon the value of the shares, and to 25 years' purchase upon that is to be tendered, but that an option shall be given to the shareholders, if dissatisfied, to go to arbitration; and I think that that is equitable, although there might be some cases in which the arbitration might be on the side of the shareholders where the railway was under a temporary depression, and there might be circumstances to justify something more being done. But to have some guarantee for this large property in Ireland, upon which about 20,000,000*l.* have been invested in share capital, is of the utmost importance, and the want of some proper arrangement for the security of that property has been most severely felt. In one railway company, with which I am connected, the Irish North-western, as to the entire of the preference shares, which were supposed to be such an undoubted security that even large charitable trusts might avail themselves of them, they have become perfectly insolvent; the interest was to have been 5 per cent., and the whole thing was thought to be as sure as the funds of England, when all of a sudden, for the want of a proper audit and proper control, it appears that there was nothing with which to pay a dividend.

6530. Is the fare that you pay for a return ticket from Omagh to London, three guineas, the ordinary fare, or only the fare paid for a summer excursion?—It is the ordinary fare. I believe you can get it at any time of the year. I was lately in Londonderry, and I was talking of coming to London, and my friend said, "You had better get your ticket here, go to Strabane, come back again, and pay us another visit, instead of going to Dublin, and you will save a few pounds."

6531. (*Capt. Galton*.) But that would have been by a longer, sea passage than the other way?—Yes.

6532. In consequence of the longer sea passage, passengers might be induced to go that way by charging them smaller fares?—I suppose that is an element in the matter.

6533. Is not this an analogous case: a passenger may go from London to Paris by two routes; if he goes by Newhaven and Dieppe he will pay 30*s.*; but if he wishes to go by the shorter sea passage he will have to pay twice as much?—There is something in that, no doubt; but I think the case I have put is a stronger one, although I admit the principle is somewhat the same.

6534. (*Chairman*.) To go back to the question of goods, a merchant at Liverpool who received an order to send goods to Omagh would bring them to Omagh on cheaper terms than a merchant in Dublin?—Yes.

6530. The fares vary between Omagh and London according to route; the most expensive route is that via Kingston and Holyhead, but it is the most desirable, having the shortest sea passage, and the most efficient service both by sea and land.

The through fares decrease in amount as the route becomes more northern and circuitous.

6531. The route possessing the shortest sea passage will always command a preference and in most cases a higher fare, provided other things are nearly equal.

6532. Passengers may from motives of economy be induced to travel by circuitous routes by charging them smaller fares.

6533. The answer to last query will apply to this also.

6534. There are no rates quoted nor description of goods referred to quoted; and as the rates for goods vary somewhat according to the description of them, it is necessary to know this in order to give a correct explanation; but it may be stated that Omagh is distant from Dublin by rail 144 miles, whereas it is distant from its nearest port, namely, Londonderry, only 34 miles, and there are steamers plying between Londonderry and Liverpool direct at exceedingly low rates of charge. The rates for goods between Dublin and Omagh by railway are very moderate.

6535. Which no doubt the Dublin merchants consider very unfair?—Yes, they think so. The facilities afforded to travellers from the north-west parts of Ireland to Dublin are very bad. I reached Omagh some

6535. There is very ample and sufficient train service between Omagh and Dublin. There are two routes, namely, *via* Enniskillen

No. 6.—Irish North-western Railway—*continued.**Extract of Evidence sent to the Company.**Replies received.*

time ago about one o'clock in the day, and unless I should sleep a night on my way to Dublin I could not get to Dublin until five o'clock in the afternoon on the following day.

6536. Will you be good enough to explain that?—There is no train from Omagh after about half-past 11 or 12 o'clock in the day. I reached Omagh about one o'clock, after that train had departed that would have taken me to Dublin, but it would not reach Dublin before half-past five o'clock on the following day.

6537. Is there not a night mail train?—No, nothing goes through. You must sleep on the road.

6538. Is that by the Portadown route or by the Enniskillen route?—By either route.

6539. Although there is competition?—Yes. You cannot go from Omagh to Dublin, and spend a day in Dublin, without being three days absent from Omagh. One of the directors on the Irish North-western line told me that if there was a facility for going from Omagh to Dublin, which is only a distance of 86 Irish miles north of Dublin, there would be six times the traffic in passengers, he thought, upon that line, for people would continually go up to Dublin; but the having to spend two nights in Dublin is so expensive that they are obliged to consider how they shall avoid that expense, and they will wait for a fortnight, or even three weeks, in order to do their business on one trip, instead of going up weekly or fortnightly.

6540. Did that director tell you the reason why the railway company did not grant proper facilities to the public?—Although a director, he told me that he could not understand it. He stated that he had advocated it, but that he was outvoted in the direction; and more than that, he stated that he was a director on the line *viâ* Enniskillen to Omagh from Dundalk, and he said that if a train run into Dungannon in the after part of the day it might go on to Omagh and come back again the next morning; and he also said that as long as that train came on he would continually go by it, although he had a free passage on the other line. He has been anxious about that, seeing that the advantage from it would be so great.

6541. I am afraid that the Irish North-western line is the great difficulty just now?—It is the general impression that the directors are attending more to financial questions than to the development of the traffic. I may mention what I think is rather a curious illustration showing how they do not develop the traffic. I have been asked whether I could not get on at night to London. I was in company with a noble lord who wished to get on, and I said to him, "I suppose your lordship will not do what I shall do; I shall take a post car to Mullingar, and I shall get on to the steam engine, and so get on to Portadown." They would not take me in a carriage, and I cannot find out what the reason is. I got on to the steam engine. It was important to me to get to Dublin that night, and there was no other mode; I therefore got on to the engine, which took me to Portadown. I then got into the mail train from Belfast, and so on to Dublin. It appears strange that they should employ an engine to carry the mails and not to carry the passengers. This has been going on for some time; it is not an accidental thing.

6542. Is that engine despatched at such an hour that if there were a train it is not likely passengers would go by it?—When there was a mail coach on that line it was used very much; but when the railway was opened it had the effect of doing away with the mail coach. They try to induce all the passengers to travel by the day mail, in order that they may have a greater number going in the day time, instead of dividing them between the day and the night.

6543. Then since the opening of the railway the amount of accommodation given to the public has been diminished?—It is very much less, because before they had coaches both in the day time and at night, and now they have only one mode of conveyance in the day, which would not reach Dublin at a sufficiently early hour to enable them to transact the ordinary business that arises. The train from that country to Dublin does not reach the city until about half-past five.

6555. How would you propose to remedy that inconvenience?—At that particular point the company have to pay the wages of two keepers. It was a most awkward crossing, and two or three years ago this same gentleman, Mr. Senior, assisted in making the crossing better at an expense of 300*l.* or 400*l.* If a tunnel could have been put under the line there, which the present engineer of the line stated would only have cost 1,500*l.*, the 1,500*l.* capitalized at 5 per cent. would not come to so much as the cost of the two keepers; it would only be about 75*l.* a year, which I believe would hardly pay the two gatekeepers. Again, at Blanchard's Town, they might have an over crossing at about the same cost.

6556. You are of opinion that either the Board of Trade or some Government authority should have a general power to oblige railway

and *viâ* Portadown, and each of these routes has two day trains through.

6536. Considering there is no through passenger train during the night, 3.30 p.m. is by no means an early train to commence so long a journey as from Omagh to Dublin. Passengers leaving Omagh at 3 o'clock would reach Dublin at about 10 o'clock at night, which the public consider quite late enough.

A prior through day train leaves Omagh at about 11.30 a.m., and reaches Dublin at about 5.45 p.m. This train is well adapted for the generality of passengers, and for passengers going to England *viâ* Kingstown and Holyhead.

6537. Not to carry passengers.

6538. There is no night mail train by the Enniskillen route. This is considered by the people of a large district of country in the north-west of Ireland to be a serious defect in the mail service.

6539. A person going from Omagh to Dublin on business and back, and wishing to have one clear day in Dublin, from midnight to midnight, must necessarily be occupied for three days more or less, but a person can go from Omagh to Dublin on one day, have the whole of the next day up to 2 p.m. in Dublin, and return from Dublin by the train at 2 p.m. which runs through direct to Omagh and Derry.

6540. See answer to Query 6535.

6541. The statement about the post car to Monaghan, to catch the night mail train from Monaghan, has no reference to the Irish North-western line, except so far as to show the want of a night mail service over that system.

6542. At the time the mail coaches were running no doubt there was, comparatively speaking, a good deal more travelling during the night, for it was a matter of necessity from its tedious nature. The introduction of railways has, however, wrought a great change in the habits of the public in respect to travelling.

6556 and 6558. Up to the 1st June last there was a very efficient through train service

No. 6.—Irish North-western Railway—continued.

*Extract of Evidence sent to the Company.**Replies received.*

companies to make alterations in their works if they were considered necessary for the safety of the public?—I am. I believe that at the present time their financial difficulties stand very much in the way of what they themselves see ought to be done. There is hardly a railway now that has not fallen into a state of financial difficulty, the Midland line particularly. I was on the line myself about a fortnight ago, going from Mullingar towards Cavan, and there was a gentleman in the train, a friend of mine, going to the North-western, and he said, "It is too bad; this train will be just too late for the Cavan train, so that I may be detained, and not get to my destination to-night." I said, "How can you remedy this?" He said, "If I can get the engine driver to put on the steam, I shall be in time for the Cavan train," that is, the train going to the North-western.

6558. Do you know that the little line from Cavan to Clones belongs to the Irish North-western Company?—I think it is the Ulster Company. I think that the Ulster line meets the Irish North-western line at Clones. In this morning's paper I observed a letter which alludes to the very thing which occurred to myself about three weeks ago, and which is quite illustrative of the arrangements in the part of the country to which it refers, and which I will, with the permission of the Commission, read:—

"Through traffic between the West and North of Ireland. Sir, I arrived at Cavan on Monday last from Westmeath *via* Midland Great Western Railway at 4.50 p.m., fully expecting to be taken, as heretofore, by the Irish North-western line to Dundalk. This company had, however, without any public notice that I could discover, (except some placards hastily posted at northern stations,) a few days previously altered their train to start from Cavan 15 minutes before the arrival of the Midland Great Western train, and (as one of the latter company's officials stated to me) without giving them more than a day's notice or so of the intended change. I was obliged to remain in Cavan until 11.15 a.m. next day. Was brought to Clones junction 20 minutes behind time, and five minutes late for the train to Dundalk, which they profess to meet, and was obliged to remain there two hours. Such treatment of the public is disgraceful.

"I remain your obedient servant,

"THOMAS W. WEST.

"Rath, 16th June 1865."

6736. (*Capt. Galton.*) But the solicitor who acts for two railways I presume gets double profits?—He does, no doubt; and therefore it strikes me that one or two solicitors, paid liberally, who should give their whole time to the work, under a commission similar to one that I would suggest, and which I hope eventually to see, would do all the work of the 56, and do it better, as they would have their whole minds devoted to it. As I have before said, there are 56 secretaries, and upwards of a 100 engineers. Some of them have but one, but some have three. There is the engineer in chief and the managing engineer, and of course, if the Government worked them under a commission, they would require a staff of engineers, but only as many as were essential to keeping up the lines. I cannot give you the amounts, but they could easily be ascertained, and I think the commission would find that an enormously large sum of money is disposed of; of course it is taken out of the receipts of the railways before the proprietors come to be paid any dividend. It follows, as a matter of course, that these people must all be paid, and I believe you will find that a very large amount of the receipts go in that way, and that is one reason for saying that I am satisfied if the 56 railways were under the management of one board a vast saving of expense would be the result, and harmonious action would ensue. The railway companies do not pull very agreeably together; for instance, between Galway in the west and Belfast there are three distinct lines of railways, and last season I grew a large quantity of flax, and I got my tenants to grow a good deal, and I found it almost impossible to get it forwarded to Belfast. I could find no market for it in Galway, and I applied to the Midland Company to know what rate they would charge me per ton to Belfast, and although the lines are united, as far as having junctions with each other, from some misunderstanding the Midland Company could only book the flax as far as Cavan, where their line stopped, and to Cavan I had to send my steward to get it booked from Clones on to Belfast. There are two or three lines between Cavan and Belfast, and I am told it often happens that the train leaves Cavan for Clones on the Belfast line a few minutes before the arrival of the Midland train, and the passengers have to stop at Cavan for the night, and this arises from the want of unity of action between the companies.

6737. (*Lord Stanley.*) Does that arise from any proceedings on the part of persons locally interested in the town?—It is a misunderstanding between two companies; they do not afford accommodation to each other. The lines are, however, united, and they might, if they pleased, very easily work conveniently. The result of this state of things is that the Galway people actually go to Dublin, and then go to Belfast from Dublin, a distance of upwards of 50 miles, although they have a direct communication. There is a want of thorough through traffic arrangements between the companies. Between Belfast and Dublin there is a very large traffic indeed, and yet there are three companies separate and distinct upon that part of the line. All this would be avoided if the whole of the lines were worked under one management.

6829. I may also mention that there is hardly any point to which a

each way daily between the Midland Great Western system and the whole of the south of Ireland on the one hand, and the whole of the north of Ireland on the other hand, *via* Cavan and Clones; but on the 1st June last alterations were made in the train service between Dublin and Belfast which were of such a nature as to compel the Irish North-western Railway Company to remodel almost the whole of their time tables, and as the times of their main line trains were altered, the branch line trains were of necessity altered to correspond.

This entailed an alteration of the trains between Cavan and Clones, without which the trains on the Cavan line would have been to a serious extent disconnected from those on the main line. This change has altered the trains from Cavan so that they are not in immediate correspondence with the Midland trains arriving there.

The natural remedy for this is an alteration (which would not be a considerable one) of the Midland Great Western Company's down train to Cavan. The Midland Great Western Company have been repeatedly requested to make this necessary change, but although they admit the necessity of it they have not as yet carried it out. A reference to the time tables of May and September last (enclosed herewith), which are the time tables prior and subsequent to the 1st of June, when the alteration was made, will shew this matter clearly. All railway companies are occasionally necessitated to make changes in their time tables. The Irish North-western had to do this in consequence of alterations on the coast lines; and it is for the Midland Great Western Company to explain why they have not altered their train to Cavan.

In the direction from north to south there is a very good continuous train service *via* Clones and Cavan, as will be seen by the time table.

The Irish North-western Railway Company has always endeavoured to give to the public the fullest possible amount of travelling accommodation. They give third-class accommodation by all their trains, and they issue by all their trains third-class return tickets at about a fare and a half, allowing one, two, and three days for return according to distance. Besides this, they give third-class market return tickets on some portions of the line at single fares, and they give during the summer months a great amount of facilities for excursions.

They are, however, greatly impeded by the want of co-operation on the part of the companies with whose lines they are compelled to work in connection.

The directors take the opportunity of stating that in their opinion it would greatly benefit the public, increase the traffic, and lessen expense, if all the lines north of Dublin were amalgamated.

No. 6.—Irish North-western Railway—*continued*.*Extracts of Evidence sent to the Company.**Replies received.*

third-class passenger can go and return in the day; at some points he cannot make even the direct distance in one day. Facilities are not granted; branch lines worked by small companies prove a serious obstruction to traffic by want of unity of management and antagonistic interests conflicting. They are consequently frequently used as block lines, and to impede the traffic, as, for instance, the Clowes and Cavan line, which was passed by Parliament with the view of carrying the through central traffic between Belfast and the south, and in consequence now it is very rarely used for that purpose, because the trains are so timed that the passengers cannot use them at all. When they get to Cavan they find that the train from Cavan has just left.

No. 7.—ULSTER RAILWAY.

Observations by Ulster Railway Company on Replies of Secretary of Newry and Armagh Railway Company to Questions 4964 to 4984 inclusive.

4964. (*Chairman*.) You are, I believe, the secretary of the Newry and Armagh Railway Company?—Yes.

4965. Have you any statement to make with reference to the traffic on your railway?—Our traffic is very seriously interfered with by the competitive measures of the companies with which we are connected. The Ulster Company, which joins us on the north, has possession of a line from Belfast to Monaghan and Clones; and then the Dublin and Belfast Junction Company, which is one of the lines between Dublin and Belfast, joins us at the southern end; and between those two companies a system has been pursued for the purpose of diverting the traffic from our line. The existing lines between Newry and Armagh may be described as a triangle, of which our line forms the hypotenuse, there being communication *via* Portadown by the other two sides. Of course we have the opportunity of carrying the traffic at much lower rates than the other companies, and if we were not interfered with we should, I may say, command the entire of it. We have applied to them for through rates over our system to the various stations with which we do business, but that has been refused, with the exception of to and from the town of Newry. They agreed upon through rates with us in reference to Newry, but upon the new section of our line, which is between Gorah Wood and Armagh, which was opened in August last, they have refused us.

4966. (*Mr. Glyn*.) They will take any traffic from you which you give them, which goes from Newry to Armagh, but they will not give you any traffic at Armagh to take to Newry?—No, except that which they cannot avoid. They will send it round by the old route, that is by Portadown. Our business communications and the trade of the port of Newry lie very much in the Monaghan and Clones districts, to which we have no independent access. The Ulster Company wish to draw the trade to Belfast, and they do that by giving low rates to merchants in that locality, and refusing the Newry and Armagh Company.

4967. What is the class of traffic that comes from Monaghan and Clones?—That is chiefly inwards traffic from Newry. There is not much export trade from that district to Newry. The trade consists chiefly of importations from Newry.

4968. Of what sort?—Coals, grain, timber, and iron.

4969. Is there much coal traffic?—It varies.

4970. Will not they give you through rates for that coal traffic to Monaghan and Clones?—They refuse through rates, and, of course, the coal traffic is included?—There is a great deal of traffic in grain and bread stuffs in that district, and there are some extensive mills. There is also a traffic in slates, timber, and agricultural produce.

4971. Do they want to force you to amalgamate with them?—They do not want us to amalgamate, but they want us to agree to a proposition which they made, that the two routes, namely, the direct route between Newry and Armagh, which belongs to our company, and the route through Portadown, which belongs to the two companies I have spoken of, should be placed on terms of equality as regards fares and rates.

4972. That the charge should be equal for the long distance and the short distance?—Yes.

4973. And that you should divide the traffic?—Yes, practically.

4974. (*Mr. Glyn*.) How many miles do they carry their railway in competition with you?—29 miles, and the direct route is 21 miles, so that there is nearly a difference of one third in our favour. So far as passenger traffic is concerned, we should get it, but with regard to goods traffic, the distance does not tell materially in our favour.

4975. You do get passenger traffic?—So far as Armagh is concerned, but not as far as Monaghan and that district is concerned.

4984. So that practically they shut you out from all that traffic?—Yes; some of the merchants in the grain trade carry on a very extensive business, and would send a large quantity of traffic over our line if there was a through rate, and there are also minerals in large quantities to be carried.

4988. (*Chairman*.) I suppose when you made a railway of your own, you expected to be able to make arrangements with the other com-

The Ulster railway line, extending from Belfast to Clones, 64½ miles, was opened to Armagh in the year 1848. In the year 1852 the Dublin and Belfast Junction Company's line, extending from Drogheda by Newry to Portadown, 55½ miles, was opened to the latter town. In the year 1854 the line of the Newry and Armagh Railway from Newry to join the Dublin and Belfast Junction Railway at Gorah Wood, 3½ miles, was opened for traffic, and the line between Gorah Wood and Armagh was opened about 12 months ago, prior to which all the railway traffic from Armagh, and westward to and from Newry, was carried by the Ulster Company's line to Portadown, and thence by the Dublin and Belfast Junction line.

It is not true that the Ulster Company have refused through booking on the new section of the Newry and Armagh Company's line between Gorah Wood and Armagh, as stated in reply to questions 4965, 4966, and 4970, the fact being that the Ulster Company offered to through book between all stations on their line westward of Armagh to Newry, over the entire of the Newry and Armagh Railway Company's line, and to make the rates equal by both routes, so that the public could select whichever they pleased; but the Newry and Armagh Company insisted that a higher rate should be charged by the old route in order to force the traffic over the new one, to the great disadvantage of the companies who constructed their lines in the confident reliance of having the traffic which the Newry and Armagh now desire to obtain, not by that legitimate competition (tending to the public advantage) which was fairly offered to them. In answer to 4974, the witness practically admits that by conveying the goods traffic over the longer route the public suffer no inconvenience, but asserts that his company should get the passenger traffic; if so, why do they not avail themselves of the offer to book through to their line, and let the public have the benefit of the advantages they claim to possess.

In reply to the answer given to question 4988, under the Newry and Armagh Com-

No. 7.—Ulster Railway—*continued*.*Extracts of Evidence sent to the Company.**Replies received.*

panies?—Certainly. Another point which has been a great disadvantage to us is, that we have been obliged to use the Ulster Company's station at Armagh, when we expected to have an independent station, and the result is that, the lines being unquestionably competitive, they have learnt all our rates and special arrangements, and it has been impossible for us to compete or hold our ground.

In conclusion, it is submitted that instead of unfair pressure on a company coming into a district already supplied with railway accommodation, and admittedly basing its expectations of profit on what they expected to divert from the old route, that the old companies met them in a liberal spirit.

pany's Act of 1859, that Company were authorized to use the Ulster Company's station at Armagh, and the terms and conditions of and payments to be made for such use have been settled by award of the Board of Trade, probably since Mr. Fearnly's evidence was given, or he would have stated the fact.

No. 8.—WATERFORD AND LIMERICK RAILWAY.

2053. Will you state what the fares were then?—The fares were raised to Rathkeale, which is an important market town, from 2s. 6d. first-class, 1s. 10d. second-class, and 1s. 1d. third-class, to 2s. 10d. first-class, 2s. 2d. second-class, and 1s. 5d. third-class. The total numbers carried to Rathkeale in 1862 were 87,256; in the year afterwards, when the increased fares came into operation, they fell to 71,383; and in 1864, to 63,046. A little steamer connected with the line and carrying passengers from Foynes to Kilrush, which was called the Kelpie, during the four and a half months of the summer of 1853 was plying at opposition fares of 1s., from Limerick to Kilrush, and she carried 14,047 passengers, producing 1,358*l.*, which would give for the half-year 18,729 passengers, or 1,810*l.*

2054. What season of the year was that?—The summer season; the traffic of that line is chiefly a pleasure traffic. Kilkee, to which the passengers repair from Kilrush, is a considerable bathing station.

2055. (*Earl Donoughmore*.) A sort of Ramsgate?—Exactly. The numbers for the half year ending 31st December 1859, which is the next season after the opposition fares had been in operation—the fares were raised to 3s., 2s., and 1s.,—were 14,997 passengers, producing 1,702*l.*; and in the two last seasons, the fares being 4s., 3s., and 2s., the numbers were for the half-year ending 31st December 1863, 8,304 passengers, producing 959*l.*, and for the half year ending 31st December 1864, 10,362 passengers, producing 1,133*l.*, so that it would thus appear that a reduction of more than one-half produced exactly the same amount as did the very highest fares that they charged.

2123. (*Chairman*.) Are there any other points which you wish to direct the attention of the Committee to in connexion with Irish railways?—I intended especially to have drawn attention to the undue proportion which the cost of carriage of the agricultural produce of our poorer lands bears to its value. Considering that Irish agriculture has now to compete with the entire world, and that we are transferring part of our population from the poor lands of Ireland to the richer ones of Illinois and other portions of America, that, in fact, in the case of a large number of poor farms, the rates of carriage to the markets amount to nearly the rents in some cases, any substantial reduction of fares on the lines, especially with differential rates such as I have alluded to, would be one of the greatest advantages which could possibly be bestowed upon Irish agriculture.

2129. (*Earl Donoughmore*.) Are you aware that it costs less money to transport a fat bullock from Normandy to London than it does from the pastures of Limerick to London?—Precisely. A friend of mine was actually disposed to go to Holland and buy store cattle and take them to Galway to fatten, and he expected a very considerable profit upon them.

2314. Will you state generally to the Commission on what points you have to make complaint; first as to the passenger traffic?—With respect to the passenger traffic, it is generally complained that the charges are too high, which prevents that intercourse with the western districts of Ireland that we would otherwise have if we had a lower rate upon the traffic from the metropolis and a lower rate of passenger charge.

The directors submit that their passenger fares present a favourable contrast with those in force on English lines of railway for similar distances, as instances of which they beg to call attention to the following:—

	1st Class.	2d Class.	3d Class.
	s. d.	s. d.	s. d.
Limerick to Limerick Junction, 22 miles	4 0	3 0	1 10
Limerick to Clonmell, 49 miles	9 2	6 10	4 1
Limerick to Waterford, 77 miles	14 6	11 0	6 5
Waterford to Tipperary, 52 miles	10 0	7 6	4 5
Waterford to Limerick Junction, 55 miles	10 4	7 10	4 8

These charges give a sufficiently accurate idea of the general scale, and it will be thus perceived that the average is practically as follows:—

1st class, 2*½*d. per mile; 2d, 1*½*d. per mile; 3d, 1d. per mile.

The Commission is reminded that the secretary of the Waterford and Limerick Railway Company proposed on the 19th July last that the authorized tariff of passenger rates should be reduced one-third, the Government advancing funds at the rate of interest charged under the Harbours Improvement Act, to redeem the company's bonded debt and preference capital, as such redemption should become from time to time available. This proposition gives evidence of their desire to make every reasonable concession in favour of the travelling public without materially depreciating the value of their property by a serious diminution of income.

To accommodate the rural and agricultural population of the southern provinces of Ireland market tickets are issued at all seasons from stations on the main and branch lines to the principal market towns of the district. These tickets are third class, and are always issued at a fare and a half, which is generally equivalent to a mileage rate of less than three farthings, and never exceeds that limit.

Since the beginning of the summer season, in this and previous years, excursion trains have been very frequently run on the main line and on the several tributaries worked by this company at extremely moderate rates. The following may be quoted as an example:—

From Waterford and Limerick and back, a distance of 154 miles, 1st class, 5s.; 3d class, 2s. 6d.

Detailed particulars can be obtained on reference to the printed notices furnished herewith.

No. 8.—Waterford and Limerick Railway—*continued*.*Extracts of Evidence sent to the Company.**Replies received.*

2323. In the opinion of business people at Limerick is there a sufficient number of trains each way daily?—We want a four o'clock train from Dublin to Limerick; the train at present leaves at one o'clock and arrives at half-past six, and the persons engaged in trade travelling from Dublin consider it a very great inconvenience to be obliged to leave so early, or they must wait till a late hour.

2340. (*Chairman.*) Do you believe that any large number of persons in Limerick are prevented from going to Dublin for want of sufficient railway facilities?—Yes; I think that a great many persons would travel to and from Dublin if there was a lower rate of charge.

2411. Will you be good enough to state the nature of those complaints?—Some time since the different railways into Limerick, the Great Southern and Western and the Waterford and Limerick, carried goods through from Liverpool to Limerick at a through rate of 15s. per ton.

2412. (*Mr. Dalglish.*) What class of goods do you refer to?—Heavy goods, iron, tallow, palm oil, sugar, and such heavy goods; and within the last two or three years they advanced the rates to 27s. and 30s. a ton, something equal to from 80 to 100 per cent., and we consider that that has done very considerable injury to the trade of our locality.

2413. (*Chairman.*) Are you able to state that the traffic of that description has fallen off since the raising of the charges?—It has.

2434. Do you propose that the rates should be adjusted with a view to placing a more distant port on the same footing as a port nearer to the place of production?—The increase in the charge by the railway company to 27s. has been attended with this disadvantage as regards Limerick, that it has compelled our local companies, or it has induced them, to advance their rates to 20s., whilst goods of the same class are imported into Dublin, Cork, and Waterford at 10s. or 15s.

2435. If the increase of the rate does not interfere with the consumption of the articles, the reduction would simply have the effect of making you a present of so much per ton to enable you to carry on your business in competition with the merchants of Waterford and Dublin?—We should have equal rates with them.

2436. But it would in effect be asking the railway companies to give you a sort of bounty or present to enable you to compete with the merchants of Waterford and Dublin?—Not to make it a present. The fact is, the goods now do not come by the railways; in fact, the rate is a prohibitory rate, for since they advanced it to 27s. the goods have scarcely come by the railways at all.

2531. At what price could you get coals delivered in Limerick through Waterford?—I will give it you to Tipperary, that is within 22½ miles of Limerick and 55 miles from Waterford.

2532. At what price is the coal sold in Tipperary?—I will give you the rate of charge first to Tipperary. The rate to Tipperary is 4s. 9d. per ton from Waterford. I believe the distance is 55 miles. Then from Limerick to Tipperary I find they charge 3s. 3d. a ton, and the distance is 22½ miles, and that is a very great disadvantage to Limerick in sending coals into the interior.

2533. Has the railway company ever been remonstrated with with respect to that disadvantage?—Yes, I have remonstrated with them, and as to another article in which I deal largely, salt, they did advance the rate, and then they reduced it again.

2534. What is the rate at the present time?—At the present time it is 4s. 9d. to Tipperary, and 3s. 3d. from Limerick to Tipperary; that is, for a distance of 55 miles they charge, as I said, 4s. 9d., and for 22½ miles they charge 3s. 3d., which gives a great advantage to Waterford over Limerick.

2655. Will you be good enough to state what opinion you have formed as to the effect of the present passenger rates?—I think that they have prevented a great deal of traffic which would otherwise have taken place. The people are very poor, and they have not got much money to pay for railway transit, and I think that if third-class trains were placed more within the reach and circumstances of the people they would be more available; but there is another matter which I think operates upon the traffic as much as the high prices—the want of a better arrangement as to keeping time between our principal lines of railway and the tributary ones. We have six lines of railway coming into Limerick, and by some extraordinary arrangement they do not at all keep time for the third-class passengers.

2656. Do you mean that they do not keep the time as published in their time tables?—No; they keep that time, but they do not hit off the trains which arrive; that is to say they do not correspond. There is only one third-class train in the course of a day out of Limerick to Dublin; it leaves at 7.30 a.m., and there are no other means or opportunity for third-class passengers to travel until the following morning; and all the country trains, those five or six trains of which I have spoken, arrive in Limerick after the departure of that train, and the passengers have consequently to remain at Limerick all that time and during the night, in order to get off the following morning. If I may be allowed I will quote from a few memoranda which I have put down in writing upon this subject. What I am about to state will show the inconvenience and delay to the public, the result of the present railway system, particularly arising from small local companies. There are in connexion with the city of Limerick no less than six railway companies, namely, the

This four o'clock train connexion has been resumed as from 1st July 1865.

Doubtful. The present charges are considered reasonable.

The 15s. was a competitive and unremunerative rate.

This is an extreme instance quoted out of a general re-arrangement of rates.

Our traffic superintendent reports that such is not the fact.

The question of equal rates for competitive traffic is a very difficult matter for companies to arrange to satisfaction of rival ports. What tends to procure most traffic, and augment the company's income, is the policy pursued; and when traffic cannot be obtained at fair rates a lower tariff must be sometimes fixed of necessity.

This question gives a significant reply to the previous answer. Limerick, being situated on the western coast of Ireland, is 77 miles more distant from Liverpool than Waterford, on the south-eastern coast.

The distance from Limerick to Tipperary is 25 miles (not 22, as appears in evidence); and bonding expenses reasonably influence a higher rate for shorter distances.

For reason see last answer.

See answer 2532.

At the time this evidence was given, and for years previously, the Great Southern and Western Railway Company ran their third-class train to Dublin at so early an hour as to render it incumbent on the Waterford and Limerick Company to start their train as early as 7.30 a.m., thus precluding the railways converging in Limerick (having regard to their local traffic) from running their trains to correspond therewith. However, an alteration of the Great Southern and Western trains to a later hour has subsequently enabled the local lines to get their trains into Limerick before the departure of the 9.25 a.m. third-class train to Dublin.

As to Sunday trains, they were discontinued simply because the receipts therefrom did not leave a profit. (See Parliamentary return.)

During the past summer excursion trains have been regularly run on the Waterford and Limerick, Waterford and Kilkenny, and Limerick and Castleconnell lines. (See timetable annexed, pages 20 to 24.)

No. 8.—Waterford and Limerick Railway—*continued.**Extracts of Evidence sent to the Company.**Replies received.*

Great Southern and Western, the Waterford and Limerick, the Cork and Limerick direct, Limerick and Foynes, Limerick and Ennis, and the Limerick, Castleconnell, and Killaloe. The passenger traffic between Limerick and Dublin is carried on by the Waterford and Limerick and the Great Southern and Western *viâ* the Limerick junction, also by the Limerick, Castleconnell, and Killaloe, and Great Southern and Western *viâ* Nenagh, and Roscrea and Parsonstown junction *viâ* Limerick junction. There is only one third-class passenger train from Limerick to Dublin by this route. This train leaves Limerick at 7.30 a.m., and arrives at the Limerick junction at 8.35 a.m. Passengers, &c. are here detained until 10.44, over two hours, and then proceed by the train on the Great Southern and Western line by the train which left Cork at 8 a.m. This train arrives in Dublin at 3.35, whereby passengers, &c. going from Limerick to Dublin, a distance of 129 miles, are detained over eight hours on the road. This journey in the old coach times was performed in 12 hours. The next train for Dublin by this route is a mail train which carries the principal English mails, leaving Limerick at 11 a.m., and arriving at the Limerick junction at 12 at noon; passengers and mails are here detained until 1.57 p.m., nearly two hours. This train arrives in Dublin at 5.35. If this train did not start from Limerick until 12.40 p.m. it would give the citizens of Limerick 1 hour and 40 minutes additional time to answer English letters received in the morning, and would also be a great convenience to passengers. There is no train from Limerick to Dublin on Sundays except the mail train at 10.45 p.m. In fact there is no train into or out of Limerick on Sundays except the night mail train, and an excursion train to Cork and Killaloe *viâ* Nenagh and Roscrea. There is no third-class train by this route. The first train by this route leaves Limerick at 10.15 a.m., and arrives in Nenagh at 11.30. Passengers are detained in Nenagh until 2.0 p.m., two hours and a half, and arrive in Dublin at 5.35 p.m. 7 hours and 20 minutes on the road; whereas if this line was in the hands of one company, or the Government, the journey could be easily performed under five hours. The second train by this route leaves Limerick at 2.0 p.m., and arrives in Nenagh at 3.15 p.m.; again passengers are delayed until 5.15 p.m., two hours, and arrive in Dublin at 9.30, seven hours and a half on the road. This line of railway is about five miles shorter than the one *viâ* Limerick junction, the distance by this route being 124, by Limerick junction 129. This route from Limerick to Dublin clearly exemplifies the evil of allowing railways to remain in the hands of rival and short companies. This railway is handed by lease from the Limerick, Castleconnell, and Killaloe to the Limerick and Waterford Company as far as Birdhill, 14 miles, and of course the Waterford and Limerick Company throw every impediment in the way of passengers, &c., proceeding by this line, in order that they should go by the Limerick junction on their own line. The Great Southern and Western own this line from Dublin to Birdhill, 110 miles, the Limerick, Castleconnell, and Killaloe from Birdhill to Limerick, 14 miles. Passengers can leave Nenagh, an unimportant town and only a few miles from Limerick, at 6.40 a.m., arrive in Dublin at 11.0 a.m., leave Dublin at 4.0 p.m., and arrive at their homes at 8.30 p.m. This line being in the hands of one company the public at Nenagh have the advantage of leaving their homes in the morning, have five hours to transact their business in Dublin, and can return same evening to their homes; and if the entire of this line was in the hands of one company or the Government the Limerick public would have the same advantage as Nenagh. The first train from Limerick arrives in Dublin at 3.35 p.m.; the last that leaves Dublin for Limerick is at 1.0 p.m. From the present railway system, so far as Limerick is concerned, the several companies connected with Limerick seem to throw every obstacle in the way of the public and put them to every possible inconvenience, and it is no great wonder their receipts should be so low. The Waterford and Limerick Company paid no dividend for many years; the last was about one per cent. The Limerick and Foynes, Limerick and Ennis, and the Limerick, Castleconnell, and Killaloe have paid no dividend since opened. The Government should by all means purchase up all railways, but more particularly small and non-paying ones, as they are great obstacles to large and extensive undertakings by running their trains at such times as are most inconvenient to them.

2659. Has the traffic between Limerick and Dublin diminished in consequence of that delay?—I should certainly think so, because persons who would otherwise go to Dublin more frequently do not wish to remain for a space of two hours in one of the most unpleasant places imaginable—the Limerick junction.

2662. Do you think there would be a large third-class traffic between Limerick and Dublin?—Yes, not of the labouring class, but certainly of the shopkeeping class or the trading class. They obtain their supplies both from Dublin and from Cork, and they cannot travel to either of those places third-class and return on the same day.

2663. Not from Limerick to Cork and back on the same day?—I think not. I know that to Dublin they cannot do so. We had very great hopes when the Great Southern and Western Company were permitted to extend their line from Roscrea to Limerick, and they promised at that time to give us great facilities, to have a continuation of their line to Dublin, and that would have given us the same facility which they formerly gave us when a train started at 6 o'clock from Limerick, leaving Dublin at 4 o'clock again, so that the Limerick people had time to transact their business in Dublin and return to Limerick.

See above.

This delay does not now exist.

Matter of opinion.

This experiment tried, and found not to answer. The train having to leave Limerick so early as 5.45 a.m. was only availed of by a few people, and local traffic requirements were interfered with. By the present service, a third-class passenger can leave Ennis at 7.45 a.m., and reach Dublin, after having travelled 154 miles, at 3.35 p.m. He can return from Dublin at 7.0 a.m. on the following morning, reaching Ennis at 2.30 p.m.

No. 8.—Waterford and Limerick Railway—*continued.**Extracts of Evidence sent to the Company.**Replies received.*

2669. Did they issue return tickets for third-class passengers?—No, they charged full fares for them.

2670. (*Mr. Ayrton.*) What class of persons travelled by that train?—The persons, I think, were cattle dealers, and even poor shopkeepers—country shopkeepers—persons not in very good circumstances, who went to Dublin and selected their articles and then came back again. By the present arrangements a shopkeeper in Ennis, which is the capital of the county of Clare, and a very important town, as a third-class passenger, requires, in order to give him one day in Dublin to transact his business, four days to accomplish his journey.

2671. (*Capt. Galton.*) How do you make that out?—In this way; a third-class passenger must leave Ennis at 3 o'clock in the afternoon, that is, by the third-class train from Ennis, and remain in Limerick, which is distant only 25 miles, all night, and then proceed by the morning train to Dublin, which arrives at 3.35.

2672. At what time does the morning train leave?—At half-past 7; there is no train from Clare.

2673. That train does not correspond at the junction with another train?—No; and it waits at the Limerick junction for the train from Cork, which leaves Cork at 8 o'clock. The passenger must come the night before to Limerick, there being no train from Clare, and the passenger is 24 hours on the road, the distance being 154 miles by this arrangement. It takes the same time to return, as to go from Ennis to Dublin, and transact one's business. In the old coach times the journey would have been accomplished in the same time.

2674. This of course very much limits the third-class traffic between the district you have referred to and Dublin?—It entirely precludes it.

2675. (*Mr. Ayrton.*) Is there no afternoon train from Limerick to Ennis?—Yes, but it goes at a most inconvenient hour. It leaves before the arrival of the other local trains.

2678. Every impediment seems to be thrown in the way of third-class travellers?—I think so.

2685. (*Chairman.*) Do you wish to state any facts as to passenger fares on any other lines besides those between Limerick and Dublin?—I can state in general terms that the railways about Limerick are not doing the work of the country; carriers are still numerous on all the roads where railways are. I must state that we have not much experience on the subject; it has not been tested. The public think, from what the traffic managers tell them, that things are as low as they can go to pay, and those who are inexperienced in railways take that as the state of circumstances, and they have not pressed the matter; but my own impression is that when one sees the traffic of our own country "*all going by road*" by a route running parallel with railways, that the cattle are driven long distances, having been bought in the west of Limerick and Clare, and going up through Dublin on to Meath, where they are fattened—it strikes me that that being our principal traffic, as we have not got any manufactories, the attention of railway directors ought to be called to the matter to see how they could manage to get that traffic on to their lines; they say that it will not pay them to carry them under a certain rate, but the railway waggons go empty, and there is no prospect of filling them, when, if they even tried the experiment of taking them at a very considerable reduction, such a reduction as would pay the breeder of the cattle to rear them, I think that it would pay the railway companies something.

2691. (*Mr. Hamilton.*) Is it not the fact that the present high fares have compelled many persons to walk who would otherwise travel by the railway train?—There is no doubt of it, and in my own district. I am a shareholder in the Limerick and Foynes Railway; it has never paid one shilling dividend, and I do not expect that it ever will. The line runs parallel to the road leading to Askeaton and all that district; but the people never think of going by the railway, although the distance is very little more, if anything, than by the main road; the railway and the road are nearly parallel lines.

2692. (*Capt. Galton.*) I believe the fares are very low on that railway?—They have advanced them recently, but this is an instance of the effect; in April 1863 a considerable increase was made in the passenger charges of 10 or 12 per cent.; in the year previous to the change the number of passengers was 87,000, and in the year after the change the numbers fell to 63,000, showing a falling off of 24,000. So likewise there was a similar falling off in the traffic of the "*Kelpy*" steamer, working in connexion with the Foynes line, in which there was a similar raising of the fares, the falling off of passengers being from 15,000, making a receipt of 17,000*l.*, to 8,300, bringing 9,060*l.* That was the effect of increasing the rate.

2717. What is the object of that?—The fact is, that the chairman of the company is also the proprietor of the steamships going out of Waterford, and of course by getting the trade to Waterford the vessels earn freights which they would not earn if the trade came, and probably to a better market, in Limerick.

2718. You think that in order to drive the traffic into Waterford he actually allows the passengers to travel for nothing if they bring their firkins of butter with them?—Yes, he allows them to travel for nothing to Tipperary, which is nearer to Limerick than to Waterford.

Neither Great Southern and Western Company, nor Waterford and Limerick Company, issues third-class return tickets.

See reply to No. 2663, explaining alteration in train service.

See 2663.

See 2663.

Not the fact.

Not the fact, for if all the traffic were conveyed by road, as appears in the evidence of this witness, the Waterford and Limerick Railway would be really carrying nothing.

With respect to store cattle, it is well known that the dealers prefer driving by road for short distances, however low the railway rate may be; and we presume this witness is speaking of the short lines around Limerick.

Facts disprove the testimony of this witness, as we find that in the year 1864 there actually travelled from Askeaton to Limerick, 54 first class, 125 second class, and 705 third-class passengers.

It is necessary to bring under notice for consideration of these answers that there is a direct steamer running between Limerick and Kilrush, carrying third-class passengers the entire distance for 1*s.* each; a rate of charge obviously not remunerative for a railway to carry 26 miles, and steamer, in connexion, 20 miles, and this opposition cheap service, it is submitted, accounts for the diminished numbers using the quicker route.

Not the fact. No passengers allowed to travel free.

No. 8.—Waterford and Limerick Railway—*continued.**Extracts of Evidence sent to the Company.**Replies received.*

2757. It is more than 2*d.* per ton per mile, and do you say that that is not an exceptional rate for the carriage of turf over Irish railways?—I am not aware that it is, it was lower some months since, probably some five or six months since; there was a large quantity of turf coming into Bruree; since that time it has been advanced, and a gentleman informs me by a letter I have received this morning, what I know to be the fact. He says, "The charge for a box of turf to Bruree had been 18*s.* 6*d.*, and it is now 1*l.* 7*s.* 9*d.*; great complaints are made of the want of fuel, and particularly among the dairy farmers, who were in the habit of getting turf at Bruree. You must know that the poor people must feel it also."

2759. Is it for the interest of the Great Southern and Western to carry coal rather than turf?—I do not know, indeed, but it is the interest of the steamboat proprietors to carry it, and there is a very large amount of steamboat influence exercised in the directory of this company, and it is the interest of the large steamboat proprietors to get freights for their ships, to the exclusion of our own fuel.

2760. (*Capt. Galton.*) The charge for the coal is a halfpenny per ton per mile, and the charge for turf is about 2*d.* and one-fifth per ton per mile; it used to be 1½*d.* per ton per mile?—Yes.

2769. (*Chairman.*) Have you given much consideration to the question whether any great alteration could be introduced into the railway system in Ireland with advantage?—I have always considered that if we could have all our railways placed under one management the interests of particular towns and particular districts would not be interfered with from any interested motives, particularly as we are circumstanced on the west coast of Ireland; we have no directors there, the railways that run to Limerick are centred either in Waterford, Cork, or Dublin, and the eastern ports of shipment, and I think that those three directors vie with each other to see which port shall get the greatest loading for their steamers, and the port of Limerick does not get a fair mileage rate in consequence of that. As an instance, butter, per firkin, Bruree to Cork, 41½ miles, is 5*d.* per firkin, while from Bruree to Limerick, 19 miles, it is 9*d.*, being double the distance for half the price; that is, the charge to Limerick is fourfold in proportion to that of Cork. Again, timber from Cork to Bruree is charged 6*s.* 3*d.* per ton, while from Limerick to Bruree it is 4*s.* per ton. The proportionate charge, according to mileage, ought to be 2*s.* 10*d.* from Limerick.

2770. (*Lord Donoughmore.*) Is it not the fact that Sir David Roche was for many years a director of the Great Southern and Western Railway?—Yes.

2851. (*Lord Donoughmore.*) Have the earnings of the Waterford and Limerick Company, since that offer was made and declined, been at all equal to the terms offered by the Great Southern and Western Company?—No; neither since that time nor before it, but whenever a negotiation is pending the public necessarily know it, and that raises the price of the line that is to be bought, and then the shareholders think that that rise in price is part of the intrinsic value of the line, and they insist upon something more, and all these things cause delay.

2914. (*Mr. Ayrton.*) Has it come under your notice that the traffic from Tipperary to Waterford, and from Tipperary to Limerick, is regulated by other considerations than those of the distance?—Yes; it is very well known that the most influential proprietor in the Waterford and Limerick Company has a very considerable interest in the port of Waterford, and that he does his best to develop the traffic to Waterford.

2915. Has that been a source of embarrassment to your company in making traffic arrangements to go from one line on to the other?—That has been our opinion, but whether just or not I cannot say.

3357. (*Chairman.*) Have you any suggestion to make as to the remedies which you think ought to be applied with respect to the deficiencies on the Irish railways, both as to the passenger and goods traffic?—As to the passenger traffic we labour, no doubt, under a great many difficulties in the way of getting from place to place in consequence of the trains not running in connexion with one another; for example, if you want to come from the west to the south you have a delay at Athlone probably of one or two hours; you also have a delay at Portarlinton of one or two hours before you can catch the train on the Great Southern and Western line. Then if you want to go to Belfast you must remain for four hours at Portadown before you can get a train to go on. And in the same way, if you want to come from Limerick to Dublin you are obliged to stop at the Limerick station, which is a very bad station, for two hours or two hours and a half before you can get on to Dublin; and there is no accommodation whatever at the Limerick Junction, that is in consequence of the Waterford and Limerick Railway and the Great Southern and Western Railway not running in connexion with each other.

3358. Can you make any suggestion to the Commission as to how these inconveniences can be remedied?—No, I can hardly do so, except that I think the public are suffering by not being able to carry one through continuous route from place to place in consequence of all these opposing interests on the part of the Waterford and Limerick Company, the Great Southern and Western Company, and the Northern lines, for they are all running, as it were, almost antagonistically to one another, and not suiting each other in any way. If these opposing interests were united in some way it is clear that the public would be very much benefited by it, not alone with regard to facilities being

This refers to the Cork and Limerick line, worked by the Great Southern and Western Company.

For Great Southern and Western Company's reply.

For Great Southern and Western Company's reply.

For Great Southern and Western Company's reply.

See previous replies.

No. 8.—Waterford and Limerick Railway—*continued.**Extracts of Evidence sent to the Company.**Replies received.*

afforded, but probably the necessary expenditure would be very much reduced.

3359. (*Mr. Ayrton.*) In your opinion is the third-class accommodation sufficient in Ireland?—No, it is very bad in Ireland. A third-class passenger, for instance, on the Great Southern and Western line cannot go to Limerick in a third-class carriage, he must stop at the junction and must book second-class. Then again, a third-class passenger, if he wants to come to Dublin to attend the market, must start early in the morning, although he cannot get back at night, and he does not come up in time for his market in Dublin, but he must remain there till the next day, and then he can get no train back the next day, he must remain there until the third morning, so that in point of fact he pays more than a first-class passenger in consequence of the delays which take place. The number of the third-class passengers is most enormous compared with the first-class; they are four times as many as the first-class passengers in Ireland.

2771. If he had any local interest it was in Limerick, was it not?—Yes, but he never shipped any produce from Limerick; he had a large flour mill in Limerick, but he never exported. I am glad that you referred to Sir David Roche, he has recently died, but his son, the present Sir David Roche, is now the owner of the very large mills there, and I am satisfied that there are very few men in the country who could give more information to this Commission as to the inconvenience which is suffered from the present state of things than the present Sir David Roche. I have known him complain very sadly with respect to his mills; he has one at Croome, and he does not use the railways at all; he keeps a stud of horses on the road, and he does not send a pound weight by the railways.

2772. (*Capt. Galton.*) On account of the high rates which are charged?—I suppose so.

2792. (*Chairman.*) Can you give any other instances of cars competing successfully with railways?—I believe there are other instances, but those I have given are the most familiar to me. I witnessed the other day a very curious thing; some people were coming from Kilrush to the other side of the Shannon; there were about 70 emigrants going to Cork and Dublin, and coming from the west of Clare by Foynes; they arrived in the afternoon at Limerick, and those 70 persons had to remain in Limerick all night, there being no third-class train after that time to take them on to their place of embarkation. Some were going to Cork to embark by steamer for America, and others were going to Liverpool *via* Dublin. There was no means to convey them, and it was most pitiable to see those poor people disappointed in that way, being of course put to very great expense.

2842. (*Mr. Glyn.*) It has been stated that there is no possibility for a first-class passenger to get from Limerick to Dublin and back again conveniently in the same day; is that so?—I cannot say; but looking at the time table I think it is not improbable, and I think it is likely they would not much care for the privilege, for there is some little disadvantage in consequence of it, for in going from Limerick to Dublin they have to pass over two lines of railway not belonging to the same company, and which are not always working harmoniously.

2843. (*Mr. Ayrton.*) Are they at present in harmony, or is there much discord between them?—Not so much harmony as I should wish.

2844. Have you any joint committee to manage the traffic that is required to be worked through?—No.

2845. (*Lord Donoughmore.*) Was there not some time ago a proposition made on the part of your board of directors to amalgamate with the Waterford and Limerick Railway Company?—Yes.

2846. And that proposition was refused by the directors of the Waterford and Limerick line?—By the shareholders. I do not know whether the directors were favourable to it or not, but it was refused.

2847. Do you believe it would be a great advantage to the public if those two railway companies could be amalgamated?—Certainly.

2848. Would it facilitate the traffic arrangements all through that country?—Yes.

2849. (*Chairman.*) You could not offer terms to the Waterford and Limerick Company that they would accept?—No; and with regard to the terms that were then rejected, I thought they were a great deal too high, and I opposed them.

2850. (*Mr. Gower.*) The negotiation failed as to the terms?—Yes. We offered what I considered were too high terms, and they thought that they would be better by standing out for a time.

3710. (*Mr. Ayrton.*) Can you give us any other instances?—I have been told by a trader in cattle, in Waterford, that he walks them from Clonmel and Caher for less than half the charge by the train; and a dealer in them at Cork, who sends over here largely, has told me that if there was a third taken off, he would never send a cow along the road; and have also been told by an extensive grazier in Clare, that he would send at reasonable rates a thousand sheep to Dublin annually, which now he sends to Ballinasloe to sell; others in his locality do the same for identical reasons.

5011. Have you any statement to make with reference to the railway traffic of the south of Ireland?—The statement that I wish to make is this, that as far as Waterford is concerned, being the place I am connected with, there is a great difficulty in approaching the interior of Ireland from the want of railway communication, and there is even great diffi-

For Great Southern and Western Company's reply.

For Great Southern and Western or Cork and Limerick Company's reply.

A first or second-class passenger can leave Limerick any week-day at 9.25 a.m., reach Dublin at 3.35 p.m., and return same evening at 7.45 p.m., arriving back in Limerick at 1.20 a.m.; thus he is only 15 hours absent on a journey of 258 miles, and has four hours to spare in Dublin.

Amicable working relations continue to exist.

Give authorities, and assertion can be dealt with.

No subsidy exists. See Traffic Arrangement before Commission, which provides for division of receipts and equality of charge between the competitive routes. Some such arrangement has been for years in force.

No. 8.—Waterford and Limerick Railway—*continued.**Extracts of Evidence sent to the Company.**Replies received.*

culty in approaching Dublin, from the indisposition of the Great Southern and Western Railway Company to work in harmony with the Waterford and Kilkenny, so as to give trains that will conduce to the public convenience. I also wish to state that the public of the south of Ireland are, in my opinion, very much injured by the determination of the Great Southern and Western in connexion with the London and North-western to subsidize the local lines and steam packet companies to allow the traffic to be brought to England *via* Dublin. They pay 30 per cent. for that, and such diversion of traffic, in my opinion, not only is injurious to the southern cross channel communications, but very injurious to the public in the several localities.

5019. (*Mr. Glyn.*) That is the through train of the Great Southern and Western?—It is the through train from Kilkenny; that is their Kilkenny line through train.

5020. It is their through train on the main line?—It is not a through train from Waterford.

5021. What train do you wish to join on the Great Southern and Western?—We want a train that will allow parties to leave Waterford at 6 o'clock in the morning and arrive at Dublin in proper time for business, and then enable the parties to leave at 4 or 5 o'clock p.m., so as to arrive in Waterford at 10 o'clock at night.

5022. Do you wish them to put on particular trains to accommodate you?—I wish to alter the hour of the trains which they do run.

5023. The trains, you say, that do run now are their trains to other parts of their system?—No; they are trains which no other part of their system is connected with; they run from Kilkenny to Dublin, and *vice versa*, without reference to any other train.

5024. (*Capt. Galton.*) Does the train which runs from Dublin to Kilkenny run as far as Kildare Junction with the train going to Cork?—No.

5025. (*Mr. Glyn.*) Then they start from Dublin a particular train for their service which does not suit the public?—It does not, although we would make ours suit theirs if they started at an hour the public could travel at. If we ran trains now in connexion with theirs, parties would have to start from Waterford between 4 and 5 o'clock in the morning, and could not get back till 11 at night.

5026. (*Mr. Hamilton.*) Does that line belong to the same company as the line from Limerick to Waterford?—No.

5027. Is Mr. Malcolmson a director of your line?—He is; but it does not belong to the Limerick Company. The Waterford and Limerick Company work the Waterford and Kilkenny, but it is only under working arrangements; they have no interest in it more than that. The Great Southern and Western have always set their faces against any sort of effort being made to the northern and midland districts of Ireland with Waterford. In 1846 a bill was obtained to make a line from Kilkenny to Maryborough, and I understand that the Great Southern and Western people at that time bought up the shares in order that the line might fall through. With much difficulty, in 1860, a similar bill was brought in, which the Great Southern and Western opposed most violently, but it was obtained in spite of their opposition. A portion of that line is now made; it has served the traffic of the district to this extent, that for eight weeks, ending 19th May 1865, the traffic of the line from Kilkenny to Waterford has increased over and above the traffic of last year 33 per cent.

5028. The traffic between what points?—Between Kilkenny and Waterford.

5033. (*Mr. Glyn.*) Is not Mr. Malcolmson a great steam-packet owner in Waterford?—He is.

5034. He did not say anything about this in his evidence?—I do not know what he has said in his evidence, but this I know, that the London and North-western Railway Company and the Great Southern and Western Railway Company have lately entered into an arrangement with him, by which the railway and steamboat interests are served to the prejudice of the locality. There has been an arrangement entered into, which was before the citizens of Waterford, and which was condemned by all parties, the effect of which is, that the traffic of the district will be brought to England by Dublin, *via* Liverpool and Holyhead, and that Mr. Malcolmson for the steamers and the Limerick Railway Company will get 30 per cent. of the traffic thus brought to Dublin to allow it to go by Dublin.

5035. (*Mr. Hamilton.*) When you say that "they" get, who do you mean gets the 30 per cent.?—The Limerick Railway to Waterford and the Waterford Steam Packet Company.

5036. Who makes the arrangement?—The North-western and the Great Southern and Western. I have the heads of arrangement which I can hand in if the Commission wish (*the witness handed in the same, vide Appendix AL*). One of the heads, which struck me very much as most injurious to the southern routes, is this:—

"Waterford and Limerick Railway Company, Cork and Limerick "Direct Railway Company" (being another railway company that is subsidized) "undertake that all traffic consigned to them by other "routes than *via* Liverpool and Holyhead, between places in England "and the places in Ireland to which this agreement refers, shall not "be booked through, and shall be charged the local rates."

This refers to the agreement before Commission.

See agreement.

No. 8.—Waterford and Limerick Railway—*continued*.*Extracts of Evidence sent to the Company.**Replies received.*

No through traffic from the districts to which the agreement applies can, under that arrangement at all, come by the Great Western or English Midland systems to England; it must all go by the London and North-western. In that way the traffic of the country is interfered with, and interfered with so as to inflict an immense loss on the localities; and when the North-western and the Great Southern and Western are paying 30 per cent. on all goods for the purpose of making them go in a particular way, they are sure to repay themselves by putting on increased rates.

5037. (*Mr. Glyn.*) In what shape is that 30 per cent. paid; is it by a reduction of rates, or what?—It is 30 per cent. of the monies received for traffic which is allowed to go by Dublin.

5038. Is it in the shape of rates, or tolls, or what?—It is in the shape of money or direct payment; it is in the shape of a direct subsidy. Suppose 100 tons of goods are to be sent from Limerick or Tipperary to Birmingham for which 100*l.* is paid for the transmission, although the Waterford and Limerick Company will not carry one pound of it, and although the Waterford Steamship Company will not carry one pound of it, they will get 30*l.* out of it in order to allow it to go by Dublin, so that the company who actually carry it will only get 70*l.*

5039. (*Capt. Galton.*) The company who carry it giving to the other companies a bonus of 30 per cent.?—Yes, although they do nothing to earn it.

5041. Then I understand your statement to be this, that the Great Southern and Western Railway Company, being interested in the traffic of Dublin, has made some arrangement with the North-western Company to secure all the traffic of that part of Ireland going by way of Holyhead?—Yes.

5042. And in order to secure this they have made some arrangement with the Limerick and Waterford Company and with Mr. Malcolmson's steamers, so as to provide that no part of that traffic shall be diverted by way of Waterford into South Wales?—They have made this arrangement, that upon all goods brought through Dublin to the North-western system in England at Liverpool or Holyhead, and consigned to Birmingham, and places north of Birmingham, that 30 per cent. off the receipts will be paid to the Waterford companies to allow it to go that way.

5043. That has the effect of diverting the traffic from Waterford to Dublin into South Wales?—It has the effect of diverting the traffic of the district to England from Waterford to Dublin, and thence *viâ* Liverpool and Holyhead, and in fact injuring the communication between the southern parts of Ireland and England.

5044. How does it affect the southern parts of Ireland?—Because the traffic that originally belonged to Waterford, and would come to Waterford, is diverted the other way.

5045. It goes north by Dublin?—Yes. In Dublin they have communications two and three times a day with Liverpool and Holyhead, but between Waterford and Liverpool the steam ships only sail twice a week, therefore people who have produce to send will naturally, when they pay equal rates, send all their goods by Dublin, and none will come by way of Waterford. Therefore the diversion of traffic will injure communications between Waterford and England, as the number of steamers will be lessened when they must depend upon the local traffic alone.

5046. This arises from a sort of understanding between the London and North-western Railway Company, the Great Southern and Western of Ireland, the Limerick and Waterford, and Mr. Malcolmson, the owner of the Steam Company?—And also the Cork Steam Shipping Company.

5047. What remedy do you propose for that?—As I said before, there should be some tribunal, such as the Board of Trade, to prevent railways using what I may call a very illegitimate mode of dealing with a public matter, and to forbid them doing such things as would prevent the traffic from flowing in the channel through which it would naturally flow, and not to allow any large company to subsidize a small one to the prejudice of the public interests.

5051. There is nothing illegal in this arrangement?—No, I am not aware that there is anything illegal; but although it may not be illegal, it is highly detrimental.

5052. (*Capt. Galton.*) You think, although not illegal, it is exceedingly injurious to the public interests that such an arrangement should be made?—Yes, and the public have decided so. Here is a resolution which was adopted with reference to it: "That this committee, with all respect for the opinions of the directors, considers these arrangements to be well calculated to divert the traffic of the districts to England *viâ* Dublin, and vitally injure the trade and commerce of Waterford and the southern communications." That resolution was adopted at a meeting of a committee appointed by the merchant traders and citizens of Waterford, the mayor of Waterford being in the chair.

5109. Minerals are not included?—We have not been asked for rates for minerals. Then by the Waterford and Limerick Company's line we have a few rates for passengers, not many, and goods rates from Limerick and Tipperary only; but those are limited to Birmingham, and places north of Birmingham. For a few weeks we had goods rates with them

See agreement.

By the agreement the company carrying the traffic receives 40 per cent. of the full rate. The balance is divided, half to Dublin route, half to Waterford route; and it is the interest of the companies forming either route to obtain the greatest amount of traffic. No traffic is allowed to go by Dublin which can possibly be sent *viâ* Waterford, the object being to secure the 40 per cent. for working; and as a proof of this, the Waterford route, although the longest, and with only alternate sailings, has obtained the largest amount of traffic.

If they can get it. *See previous replies.*

The traffic between the south of Ireland, South Wales, and all places south of Birmingham, is provided for by a daily communication by mail boats *viâ* Waterford, and is not affected by the aforesaid agreement, except by the reservation for places south of Birmingham, which is in favour of Waterford.

No. 8.—Waterford and Limerick Railway—*continued.**Extracts of Evidence sent to the Company.**Replies received.*

to London, but they withdrew them, and we have never been able to get them to renew them since.

5110. (*Capt. Galton.*) What was their reason for withdrawing them? —That I do not know. I believe that line pays no dividend; it would appear to be worked entirely in the interest of the steam-packet proprietors. The Waterford and Limerick Company work the Limerick and Ennis, and the Limerick and Foynes railways, and, I think, the Waterford and Kilkenny line. We have no through rates with any of those.

I have prepared a short tabular statement showing the charges on articles in large daily consumption, and which in my opinion are excessive.

This tabular statement is merely intended to show that the charges for conveying many articles of commerce is excessive, and in most cases considerably in excess of freights from any English port, in some cases double, thereby precluding the possibility of trading, owing to the high rates.

APPENDIX AY.

LETTER from MR. DARGAN ON IRISH RAILWAYS.

SIR,

Dublin, 6th November 1865.

SINCE my examination before the Royal Commission on Railways in June last, I have very carefully considered and studied the entire subject of Irish railways, and being much interested in this class of undertaking, as well as in the general prosperity of Ireland, I venture to state very briefly the course that in my opinion would be productive of most benefit as well to this country generally as to the proprietors of its railways in particular.

I think, then, that the taxation of railway property in Ireland is excessive, and ought to be reduced either by altering the basis upon which the valuation of such property is made out, or by adopting a different kind of assessment with respect to railways from what is applied in other cases.

In order to show the unfairness of the mode in which taxation is imposed, it is only necessary to point out that while a railway relieves the traffic upon a county road, and consequently reduces the expense of keeping such road in repair, the same railway is charged with county cess in proportion to its excess of receipts over working expenditure; and while a railway, by giving and creating employment, diminishes pauperism in a poor law union, it is obliged, nevertheless, to contribute to poor rates in the same proportion.

I am of opinion that the Government should advance to the Irish railway companies a sum of, say 6,000,000*l.*, at the rate of 2,000,000*l.* annually for three years, at 3½ per cent., to enable them to pay off money at present borrowed from private sources at higher rates of interest.

In consideration of the reduction in working expenditure which would be effected by the foregoing means and in proportion to its amount, I think the railway companies should reduce their rates of charge in respect of third-class

passengers and of the lower and less valuable classes of goods, cattle, &c.

The advantage to Ireland generally would not only consist directly in the benefit of cheap travelling and cheap transport of goods, but inasmuch as the money borrowed by Irish railways is almost exclusively Irish money, the paying off of so large a sum as 6,000,000*l.* would induce or compel its being applied to purposes that could not fail to develop many industrial operations that now lie dormant for want of capital to set them in motion.

I am convinced that, beyond what I have suggested nothing is necessary to be done for Irish railways, but that they may be safely left to work out their own mission.

I adhere to the opinion I expressed in the course of my evidence before the Royal Commissioners, that an amalgamation of Irish railways under one general management would lead to a large saving in working expenses, but as in my judgment this ought not to be compulsory, and would take a considerable time and cost some 22,000,000*l.* to effect, I think the course I have suggested would be most expedient and most easy of accomplishment.

I should wish particularly to impress upon the Royal Commissioners the desirability of existing railway projects in Ireland being allowed to establish themselves before any new schemes shall be authorized; or at any rate that promoters of new undertakings should be obliged to give very satisfactory proof both of their *bona fides* and of their financial ability to carry out what they undertake.

I am, &c.
(Signed) WM. DARGAN.

W. Pole, Esq.,
Secretary, Royal Commission on Railways,
House of Lords, Westminster.

APPENDIX AZ.

ALLUDED TO IN THE EVIDENCE OF DR. HANCOCK; QUESTION 7597.

TABLE SHOWING WANT OF SUCCESS OF IRISH RAILWAYS AS COMMERCIAL SPECULATIONS.

1ST CLASS.—Bankrupt { 1. Banbridge Extension 12 miles.
2. Bagenalstown - 21 "

2D CLASS.—Stand still { 1. Athenry and Ennis 36 "
2. West Cork, &c. - 17½ "

No.	Mile- age.	Name of Railway.	Date of First Act.	Share List, Dublin Stock Exchange.						Dividend per Cent. per Annum on Average of 3 Years.
				October 19, 1865, last Dividend, per Cent. per Annum.	4th May 1865.		12th May 1864.		17th Sept. 1863.	
					Last Dividend, per Cent. per Annum.	Previous Dividend, per Cent. per Annum.	Last Dividend, per Cent. per Annum.	Previous Dividend, per Cent. per Annum.	Last Dividend, per Cent. per Annum.	
3d CLASS.—Railways paying no Dividend on some Class of Preference Stock for Three Years.										
1	49	Belfast and County Down (Class E).	June 20, 1846	nil.	nil.	nil.	—	—	—	
2	86	Irish North-western (Class A and B).	July 1845 -	nil.	nil.	nil.	nil.	nil.	5	
3	26	Limerick and Foynes -	Aug. 4, 1853	nil.	nil.	nil.	nil.	nil.	nil.	
4	36	Londonderry and Coleraine -	1845 - -	nil.	nil.	nil.	nil.	nil.	nil.	
5	60	Londonderry and Enniskillen (C).	1845 - -	nil.	nil.	nil.	nil.	nil.	nil.	
6	6	Newry and Warrenpoint (6 per cent. and 5½).	July 27, 1846	nil.	nil.	nil.	nil.	nil.	6 & 5½	
				263						

4TH CLASS.—Other Railways paying no Dividend on their Ordinary Shares.

1	7	Banbridge Junction -	- - -	nil.	nil.	4	nil.	nil.	—	—
2	20	Cork and Bandon -	July 1845 -	nil.	nil.	nil.	nil.	nil.	nil.	—
3	11	Cork and Kinsale Junction -	April 19, 1859	nil.	nil.	nil.	—	—	—	—
4	35	Dublin and Meath -	July 23, 1858	nil.	nil.	—	nil.	—	—	—
5	13	Finn Valley -	May 15, 1860	nil.	nil.	nil.	—	—	—	—
6	13	Limerick and Castleconnell -	June 26, 1855	nil.	—	—	—	—	—	—
7	25	Limerick and Ennis -	Aug. 4, 1853 -	nil.	nil.	nil.	nil.	nil.	nil.	—
8	21	Newry and Armagh -	July 31, 1845	nil.	nil.	nil.	nil.	nil.	nil.	—
9	41	Portadown, Dungannon, and Omagh.	1847 - -	nil.	nil.	nil.	nil.	nil.	nil.	—
10	31	Waterford and Kilkenny -	July 4, 1845 -	nil.	nil.	nil.	nil.	nil.	nil.	—
217										

5TH CLASS.—Railways paying per-centage of Dividends less than in the Funds (3l. 7s. 6d.).

1	77	Waterford and Limerick -	July 21, 1845	½	1	½	1	1	1½	0 18 4
2	6	Cork, Blackrock, and Passage	July 1846 -	1	3	1	3	nil.	3½	1 18 4
3	8	Waterford and Tramore -	July 24, 1851	1½	1½	nil.	1½	nil.	nil.	0 15 0
4	17	Cork and Limerick Direct -	July 3, 1860 -	1½	2	2	3	3	nil.	1 18 4
5	72	Great Northern and Western -	July 27, 1857	2¼	2½	3	3	3	2	2 15 10
6	245	Midland Great Western -	July 21, 1845	2¼	2	4	4½	4½	5	3 14 2
7	16	Athenry and Tuam -	July 23, 1858	3	3	3	3	3	3	3 0 0
441										

6TH CLASS.—Railways paying above the Funds but less than Commercial Interest (Shares being below par).

			Last Price previous to 19th October 1865, for 100l. of Shares.									
			£	s. d.								
1	56	Dublin and Belfast Junction.	68	0 0	July 21, 1845	3½	3½	8	4	4	4	3 13 4
2	100	Belfast and Northern Counties.	78	0 0	July 21, 1845	3½	4	3	4	4	4½	3 16 8
3	65	Ulster -	84	0 0	May 19, 1836	4	4½	4½	5	5	5	4 13 4
4	85	Dublin and Wexford.	75	0 0	July 16, 1846	4	5	5	5	3	3	4 3 4
5	75	Dublin and Drogheda.	82	0 0	August 1836	4	4	4	4	4	4½	4 3 4
6	387	Great Southern and Western.	91	0 0	1844 - -	4½	4½	4½	4½	4½	5	4 10 10
768												

7TH CLASS.—Railways perfectly successful as a Commercial Speculation (Shares above par).

1	6	Dublin and Kingstown.	195	10 0	- - -	9	9	9	9	9	9	9 0 0
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APPENDIX BA.

to that Department by the RAILWAYS of the UNITED KINGDOM.

PART 1.

IRISH RAILWAYS.

Hours of		Dis- tance.	Speed, Number of Miles per Hour.	Actual Space occupied by Post Office in the Train.	Full Extent of Space that can be claimed by Post Office without additional Payment.	Present Number and Description of Post Office Servants conveyed in Train.	Limit, if any, to the Number of Post Office Ser- vants that may be sent in Train.
De- parture.	Arrival.						
		M. F.					
-	-	-	-	Company's guards take charge of all mail bags by these trains.			
6.0 a.m.	8.30 a.m.	61 4	24 $\frac{1}{2}$	}			
4.0 p.m.	6.45 p.m.	61 4	22 $\frac{1}{2}$				
2.0 p.m.	4.45 p.m.	61 4	22 $\frac{1}{4}$				
8.30 a.m.	11.15 a.m.	61 4	22 $\frac{1}{2}$				
6.18 a.m.	6.30 a.m.	2 6	13 $\frac{3}{4}$				
10.40 a.m.	10.53 a.m.	2 6	12 $\frac{5}{8}$				
2.21 p.m.	2.31 p.m.	2 6	16 $\frac{1}{2}$	}			
6.8 p.m.	6.23 p.m.	2 6	11				
7.0 a.m.	8.25 a.m.	29 0	20				
4.10 p.m.	5.35 p.m.	29 0	20				
8.32 a.m.	8.45 a.m.	6 4	30				
3.45 p.m.	3.58 p.m.	6 4	30				
4.42 p.m.	5.0 p.m.	6 4	21 $\frac{5}{8}$	}			
8.10 a.m.	8.28 a.m.	6 4	21 $\frac{5}{8}$				
-	-	-	-	Company's guards take charge of all mail bags by these trains.			
2.25 a.m.	3.30 a.m.	20 0	18 $\frac{3}{4}$	}			
8.35 p.m.	9.25 p.m.	20 0	20				
10.15 a.m.	11.10 a.m.	20 0	21 $\frac{3}{4}$				
2.40 p.m.	3.40 p.m.	20 0	20				
-	-	-	-	Company's guards take charge of all mail bags by these trains.			
-	-	-	-	Company's guards take charge of all mail bags by these trains.			
4.45 a.m.	6.0 a.m.	27 0	21 $\frac{1}{2}$	}			
8.30 p.m.	9.45 p.m.	27 0	21 $\frac{1}{2}$				
8.0 a.m.	9.10 a.m.	27 0	23 $\frac{1}{8}$				
4.30 p.m.	5.40 p.m.	27 0	23 $\frac{1}{8}$				
5.0 a.m.	5.30 a.m.	12 0	24				
9.0 p.m.	9.35 p.m.	12 0	20 $\frac{1}{2}$				
10.0 a.m.	10.35 a.m.	12 0	20 $\frac{1}{2}$	}			
2.15 p.m.	2.45 p.m.	12 0	24				
9.38 a.m.	11.37 a.m.	55 2	27 $\frac{3}{4}$	}	Compartment of train guard's van fitted with Post Office apparatus.	No limit	Mail guard
2.38 p.m.	4.37 p.m.	55 2	27 $\frac{3}{4}$				
1.35 a.m.	4.10 a.m.	55 2	21 $\frac{3}{8}$				
8.40 p.m.	11.5 p.m.	55 2	22 $\frac{1}{4}$				
10.55 a.m.	11.15 a.m.	7 0	21	}			
11.25 a.m.	11.45 a.m.	7 0	21				
2.32 p.m.	2.50 p.m.	7 0	23 $\frac{1}{4}$				
3.0 p.m.	3.18 p.m.	7 0	23 $\frac{1}{4}$				
				Company's guards take charge of all mail bags conveyed by these trains.			

Part 1.—Irish Railways—continued.

NAME OF RAILWAY COMPANY.	The Service, i.e., between what Points performed.	Rate of Payment per Single Mile.	The Annual Payment for each Service.	The Total Annual Payment to the Company.	How that Payment was settled.	Character of Service, i.e., whether fixed and controlled by Post Office either partially or wholly.
DUBLIN AND DROGHEDA.	Dublin to Drogheda - - Drogheda to Dublin - - Dublin to Drogheda - - Drogheda to Dublin - - Other services performed by ordinary trains included in the same contract payment.	s. d. - -	£ s. d. 4,700 0 0	£ s. d. 4,700 0 0	By contract -	Hours fixed and controlled by Post Office under statutory notice.
DUBLIN, WICKLOW, AND WEXFORD.	Dublin to Kingstown } London Kingstown to Dublin } day mail Dublin to Kingstown } London Kingstown to Dublin } night ml Other services performed by ordinary trains are included in the same contract payment. Dublin to Enniscorthy } day Enniscorthy to Dublin } mail Mail car services between Enniscorthy and Wexford are included in the same contract payment. Dublin to Enniscorthy } night Enniscorthy to Dublin } mail Mail car services between Enniscorthy and Wexford are included in the same contract payment.	- - - - - - - - - - - - - - - -	2,000 0 0 700 0 0 2,000 0 0	2,000 0 0 700 0 0 2,000 0 0	By contract - Do. - Do. -	By special trains under control of the Post Office Ordinary trains under company's control. Hours partially fixed by the Post Office, company having power to alter within certain limits.
DUBLIN AND MEATH	Dublin to Athboy and Navan - Athboy and Navan to Dublin -	0 0 $\frac{1}{4}$ } 0 0 $\frac{1}{4}$ }	35 0 0	35 0 0	By agreement -	Ordinary trains under company's control.
GREAT NORTHERN AND WESTERN (OF IRELAND).	Athlone to Castlebar - } day Castlebar to Athlone - } mail Athlone to Castlereagh - } night Castlereagh to Athlone - } mail	0 0 $\frac{3}{4}$ } 0 0 $\frac{3}{4}$ } 1 10 1 10	140 0 0 1,154 6 3 1,154 6 3	- - - 2,448 12 6	By agreement - By contract -	Ordinary trains under company's control. Hours fixed by contract, neither party having power to alter without consent of other.
IRISH NORTH-WESTERN AND LONDONDERRY AND ENNISKILLEN.	Dundalk to Enniskillen } day Enniskillen to Dundalk } mail Enniskillen to Derry - - Derry to Enniskillen - - Derry to Omagh - - Omagh to Derry - - And other services performed by ordinary trains are included in the same contract payment. Special American mail service between Dundalk and Derry.	0 3 } 0 3 } - - - - - - - - - -	500 0 0 3,150 0 0 1,040 0 0	- - - 4,690 0 0	By agreement - By contract - By agreement -	Ordinary trains under company's control. Ordinary trains under company's control. Hours fixed and controlled by Post Office under statutory notice.
GREAT SOUTHERN AND WESTERN.	Dublin to Cork - - Cork to Dublin - - Dublin to Cork - - Cork to Dublin - - Kildare to Kilkenny - - Kilkenny to Kildare - - Kildare to Kilkenny - - Kilkenny to Kildare - - Mallow to Tralee - - Tralee to Mallow - - 82 special trains yearly for conveyance of American mails. Other services performed by ordinary trains are included in the same contract payment.	- - - - - - - - - - - - - - - - - - - -	29,500 0 0	29,500 0 0	By contract -	Hours fixed and controlled by the Post Office under statutory notice. Hours partially fixed by Post Office, company having power to alter within certain limits.
LIMERICK, CASTLECONNELL, AND KILLALOE.	Limerick to Killaloe - } day Killaloe to Limerick - } mail	0 0 $\frac{1}{4}$ } 0 0 $\frac{1}{4}$ }	10 0 0	10 0 0	By agreement -	Ordinary trains under company's control.
LIMERICK AND ENNIS	Limerick to Ennis - } day Ennis to Limerick - } mail	0 0 $\frac{1}{2}$ } 0 0 $\frac{1}{2}$ }	30 0 0	30 0 0	By agreement -	Ordinary trains under company's control.
LIMERICK AND FOYNES	Limerick to Foynes - } day Foynes to Limerick - } mail	0 0 $\frac{1}{4}$ } 0 0 $\frac{1}{4}$ }	20 0 0	20 0 0	By agreement -	Ordinary trains under company's control.

* These trains are used solely.

Part 1.—Irish Railways—continued.

NAME OF RAILWAY COMPANY.	The Service, &c.; between what Points performed.	Rate of Payment per Single Mile.	The Annual Payment for each Service.	The Total Annual Payment to the Company.	How that Payment was settled.	Character of Service, i.e., whether fixed and controlled by Post Office either partially or wholly.	
		s. d.	£ s. d.	£ s. d.			
LONDONDERRY AND COLERAINE.	Derry to Coleraine - -	- -	1,300 0 0	1,300 0 0	By contract -	Hours fixed by contract, neither party having power to alter without consent of the other. Hours fixed and controlled by Post Office under statutory notice.	
	Coleraine to Derry - -	- -					
	Derry to Coleraine - -	- -					
	Coleraine to Derry - -	- -					
	N. T. Limavady Junction to N. T. Limavady.	- -					
	N. T. Limavady to N. T. Limavady Junction.	- -					
	N. T. Limavady Junction to N. T. Limavady.	- -					
	N. T. Limavady to N. T. Limavady Junction.	- -					
	N. T. Limavady Junction to N. T. Limavady.	- -					
	N. T. Limavady to N. T. Limavady Junction.	- -					
MIDLAND GREAT WESTERN (OF IRELAND).	Dublin to Galway - -	3 0	6,917 3 2	14,919 6 4	By agreement	Hours fixed and controlled by Post Office under statutory notice. Ordinary trains under company's control. Do. - - - Do. - - - Do. - - - Do. - - - Do. - - -	
	Galway to Dublin - -	3 0	6,917 3 2				
	Dublin to Galway - -	0 1 3	600 0 0				By agreement
	Galway to Dublin - -	0 1 3	- -				
	Mullingar to Sligo - -	0 1 3	400 0 0				By agreement
	Sligo to Mullingar - -	0 1 3	- -				
	Cavan Junction to Cavan - -	0 0 3	35 0 0				By agreement
	Cavan to Cavan Junction - -	0 0 3	- -				
	Athenry to Tuam - -	0 1 3	50 0 0				By agreement
	Tuam to Athenry - -	0 1 3	- -				
NEWRY AND ARMAUGH	Newry to Goragh Wood - -	0 0 8	10 0 0	10 0 0	By agreement	Ordinary trains under company's control.	
	Goragh Wood to Newry - -	0 0 8					
	Newry to Goragh Wood - -	0 0 8					
	Goragh Wood to Newry - -	0 0 8					
THE ULSTER	Belfast to Portadown } day		4,300 0 0	-	By contract -	Hours fixed and controlled by Post Office under statutory notice. Do. - - -	
	Portadown to Belfast } mail.						
	Belfast to Portadown } night						
	Portadown to Belfast } mail.						
	Use of Lisburn and Banbridge line and other services performed by ordinary trains are included in the same contract payment.						
	Clones to Omagh - -	0 6 8	1,500 0 0	-	By contract -	Hours fixed by contract, neither party having power to alter without consent of the other.	
	Omagh to Clones - -	0 6 8					
							5,800 0 0
WATERFORD AND KILKENNY.	Waterford to Kilkenny - -	0 6	242 11 6	242 11 6	By agreement	Hours fixed and controlled by Post Office under statutory notice.	
	Kilkenny to Waterford - -	0 6					
				485 3 0			
WATERFORD AND TRAMORE.	Waterford to Tramore } day	0 0 3	15 0 0	-	By agreement	Ordinary trains under company's control.	
	Tramore to Waterford } mail.	0 0 3					
	Waterford to Tramore } night	0 1 3					40 0 0
	Tramore to Waterford } mail.	0 1 3					
				55 0 0			
WATERFORD AND LIMERICK.	Limerick to Waterford - -		3,000 0 0	-	By contract -	Hours fixed by contract, neither party having power to alter without consent of the other.	
	Limerick Junction to Limerick						
	Waterford to Limerick - -						
	Limerick to Waterford - -						
	Other services performed by ordinary trains are included in the same contract payment.						
	Limerick to Limerick Junction - -		*150 0 0	-		Ordinary trains under company's control.	
	Waterford to Limerick Junction - -						
				3,150 0 0			

* This payment will cease if the trains

Part 1.—Irish Railways—*continued.*

Hours of		Dis- tance.	Speed, Number of Miles per Hour.	Actual Space occupied by Post Office in the Train.	Full Extent of Space that can be claimed by Post Office without additional Payment.	Present Number and Description of Post Office Servants conveyed in Train.	Limit, if any, to the Number of Post Office Ser- vants that may be sent in Train.			
De- parture.	Arrival.									
		M. F.								
7.0 a.m.	8.25 a.m.	33 0	23½	Company's guards take charge of all mail bags by these trains.						
4.45 p.m.	6.15 p.m.	33 0	22							
2.45 p.m.	4.0 p.m.	33 0	26¾							
8.35 a.m.	10.0 a.m.	33 0	23½							
7.47 a.m.	8.0 a.m.	3 2	15							
7.30 a.m.	7.43 a.m.	3 2	15							
9.32 a.m.	9.45 a.m.	3 2	15							
9.15 a.m.	9.28 a.m.	3 2	15							
3.17 p.m.	3.30 p.m.	3 2	15							
3.0 p.m.	3.13 p.m.	3 2	15							
5.37 p.m.	5.50 p.m.	3 2	15	Compartment of train guard's van.	} No limit	Mail guard	No limit.			
5.20 p.m.	5.33 p.m.	3 2	15							
7.30 p.m.	12.30 a.m.	126 2	25½	Compartment of train guard's van fitted with Post Office apparatus.	} No limit	Mail guard	No limit.			
12.0 mid- night.	5.15 a.m.	126 2	24							
-	-	-	-	Company's guards take charge of all mail bags by these trains.						
-	-	-	-	Company's guards take charge of all mail bags by these trains.						
-	-	-	-	Company's guards take charge of all mail bags by these trains.						
1.45 p.m.	2.33 p.m.	25 2	31½	Compartment of train guard's van fitted with Post Office apparatus.	} No limit	Mail guard	No limit.			
11.42 a.m.	12.30 p.m.	25 2	31½							
9.30 p.m.	11.5 p.m.	25 2	15¾	Compartment of train guard's van.	} No limit	Mail guard	No limit.			
1.35 a.m.	3.40 a.m.	25 2	12							
9.15 p.m.	2.5 a.m.	80 2	16½	Travelling Post Office	No limit	1 clerk and mail guard	No limit.			
10.20 p.m.	3.25 a.m.	80 2	15¾							
12.50 p.m.	2.20 p.m.	}-	-	Company's guards take charge of all mail bags by these trains.						
11.45 a.m.	1.20 p.m.			Company's guards take charge of all mail bags by these trains.						
-	-	-	-	Company's guards take charge of all mail bags by these trains.						
11.0 a.m.	2.35 p.m.	77 0	21¾	Portion of train guard's van.	} No limit	Messenger to and from Limerick Junction.	No limit.			
12.24 p.m.	1.20 p.m.	22 0	23½							
8.30 p.m.	1.20 a.m.	77 0	15¾	Compartment of second- class carriage.	} No limit	Mail guard	No limit.			
10.45 p.m.	3.45 a.m.	77 0	15¾							
-	-	-	-	Train guards take charge of all mail bags by these trains.						

do not fit to the up Cork day mail.

G. C. CORNWALL, Secretary General Post Office, Dublin.

APPENDIX BB.
(REFERRED TO IN THE EVIDENCE OF MR. E. J. COTTON; QUESTION No. 7787.)

LONDONDERRY AND COLERAINE RAILWAY.

No. 1.—RETURN of FARES.

1861 to 1865.

STATIONS.	Fares received from Mr. Roe at 10th April 1861, and continued till 1st December 1863.						Fares charged since 1st December 1863.						Increase in 1865.					
	Single.			Return.			Single.			Return.			Single.			Return.		
	1st.	2nd.	3rd.	1st.	2nd.	3rd.	1st.	2nd.	3rd.	1st.	2nd.	3rd.	1st.	2nd.	3rd.	1st.	2nd.	3rd.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Derry	0 8	0 6	0 4	1 0	0 9	0 6	0 10	0 7	0 5	1 0	0 9	0 6	0 2	0 1	0 1	0 1	0 1	0 1
Eglinton	1 2	0 11	0 6	1 9	1 5	0 9	2 1	1 0	0 6	1 10	0 9	0 6	0 2	0 1	0 1	0 2	0 1	0 1
Carrickhugh	2 0	1 6	0 10	3 0	2 3	1 3	3 2	1 7	1 1	3 2	2 5	1 6	0 1	0 1	0 2	0 3	0 3	0 3
Ballykelly	2 2	1 8	1 0	3 3	2 6	1 6	2 3	1 9	1 1	3 5	2 8	1 8	0 1	0 1	0 2	0 2	0 2	0 2
Newton Limavady	2 8	2 0	1 0	4 0	3 0	1 8	2 10	2 1	1 4	4 3	3 2	2 0	0 2	0 1	0 4	0 3	0 2	0 4
Braigher	2 8	2 0	1 0	4 0	3 0	1 8	2 10	2 1	1 4	4 3	3 2	2 0	0 2	0 1	0 4	0 3	0 2	0 4
Newton Junction			Not opened.				2 10	2 1	1 3	4 3	3 2	2 0	0 2	0 1	0 4	0 3	0 2	0 4
Bellarena	3 4	2 6		5 0	3 9	2 6	3 6	2 8	1 8	5 3	4 0	2 6	0 2	0 2		0 3		
Magilligan	3 8	2 9	1 10	5 6	4 2	2 9	4 0	3 0	1 11	6 0	4 6	2 11	0 4	0 3	0 1	0 6	0 4	0 2
Downhill	4 0	3 0	2 0	6 0	4 6	3 0	4 7	3 5	2 2	6 11	5 2	3 3	0 7	0 5	0 2	0 11	0 8	0 3
Castlerock	4 4	3 3	2 2	6 6	5 0	3 3	4 11	3 8	2 4	7 5	5 6	3 6	0 7	0 5	0 2	0 11	0 8	0 3
Coleraine	5 6	4 0	2 8	7 9	6 0	4 0	5 9	4 2	2 9	8 8	6 3	4 2	0 7	0 5	0 2	0 11	0 8	0 3
Culmore	2 2	1 8	1 1	3 3	2 6	1 8	2 3	1 8	1 1	3 5	2 6	1 8	0 3	0 2	0 1	0 11	0 3	0 2
Eglinton	1 10	1 4	0 11	2 9	2 0	1 4	1 11	1 5	0 11	2 11	2 2	1 5	0 1	0 1		0 2	0 2	0 1
Carrickhugh	0 8	0 6	0 4	1 0	0 9	0 6	1 0	0 8	0 5	1 6	1 0	0 8	0 4	0 2	0 1	0 6	0 3	0 2
Ballykelly	0 8	0 6	0 4	1 0	0 9	0 6	1 0	0 8	0 5	1 6	1 0	0 8	0 4	0 2	0 1	0 6	0 3	0 2
Braigher	0 4	0 3	0 2	0 6	0 5	0 3	0 6	0 4	0 3	0 9	0 6	0 4	0 1	0 1		0 2	0 2	
Newton Junction			Not opened.				0 6	0 4	0 3	0 9	0 6	0 4						
Bellarena	1 0	0 9	0 6	1 6	1 2	0 9	1 1	1 0	0 6	1 8	1 3	0 9	0 1	0 1		0 2	0 1	
Magilligan	1 6	1 2	0 9	2 3	1 9	1 2	1 19	1 4	0 10	2 8	2 0	1 3	0 1	0 2	0 1	0 5	0 3	0 1
Downhill	2 0	1 6	1 0	3 0	2 3	1 6	2 5	1 10	1 2	3 8	2 9	1 9	0 5	0 4	0 1	0 8	0 6	0 3
Castlerock	2 4	1 9	1 2	3 6	2 8	1 9	2 7	1 11	1 3	3 10	2 11	1 11	0 5	0 4	0 1	0 8	0 6	0 3
Coleraine	2 8	2 0	1 4	4 0	3 0	2 0	2 10	2 1	1 4	4 3	3 2	2 0	0 2	0 1		0 4	0 3	0 2
Culmore	4 4	3 6	2 4	6 6	5 3	3 6	4 10	3 8	2 4	7 3	5 6	3 6	0 6	0 2		0 3	0 2	
Eglinton	4 2	3 1	2 1	6 3	4 7	3 1	4 4	3 3	2 4	6 6	4 11	3 2	0 6	0 2		0 3	0 4	
Carrickhugh	3 4	2 6	1 8	5 0	3 9	2 6	4 4	3 3	2 1	6 6	4 11	3 2	0 6	0 2		0 3	0 4	
Ballykelly	3 2	2 4	1 7	4 9	3 6	2 6	3 4	2 6	1 8	5 0	3 9	2 6	0 2	0 2		0 3	0 3	
Newton Junction			Not opened.				2 10	2 1	1 4	4 3	3 2	2 0				0 3	0 3	
Braigher	2 8	2 0	1 4	4 0	3 0	2 0	2 10	2 1	1 4	4 3	3 2	2 0	0 2	0 1		0 3	0 2	0 1
Bellarena	2 0	1 6	1 0	3 0	2 3	1 6	2 10	2 1	1 4	4 3	3 2	2 0	0 1	0 1		0 2	0 2	0 1
Magilligan	1 6	1 2	0 9	2 3	1 9	1 1	1 7	1 3	0 9	2 5	1 11	1 6	0 1	0 1		0 2	0 2	0 1
Downhill	1 0	0 9	0 6	1 3	1 2	0 8	1 0	0 9	0 6	1 6	1 2	0 9				0 2	0 2	
Castlerock	0 10	0 8	0 5	1 3	1 0	0 8	0 10	0 8	0 5	1 3	1 0	0 8						

No. 2.—SUMMER EXCURSION ARRANGEMENTS, 1860 and 1865.

1860.

Newton to Castlerock.—Excursion tickets were issued by 5.0 p.m. train two days in the week, also on Sundays by 2.30 p.m. train:—

			s.	d.
Fares, 1st class	-	-	1	6
„ 2nd „	-	-	1	0
„ 3rd „	-	-	0	8

Derry to Castlerock.—Issued same as from Newton, only on different week days:—

			s.	d.
Fares, 1st class	-	-	2	3
„ 2nd „	-	-	1	6
„ 3rd „	-	-	1	0

1865.

Excursion tickets are issued daily to Castlerock, Portstewart, or Portrush, by all trains, (except the 7.0 a.m. mail train on week days,) available for return same day.

FARES.

	Castlerock or Downhill.			Portstewart or Portrush.		
	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.
Derry, Culmore, or Eglinton	s. d. 2 6	s. d. 1 6	s. d. 1 0	s. d. 3 6	s. d. 2 6	s. d. 1 9
Newton, Ballykelly, Broighter, Carrickhugh, and Newton Junction.	1 3	0 9	0 6	2 6	1 9	1 3

Cheap return tickets at about single fares are issued from all stations to Castlerock, Portstewart, and Portrush, available for return the day after date; and those issued on Fridays and Saturdays are available for return up till the following Monday evening.

Ordinary return tickets are available for return seven days after date of issue.

No. 5.—TRAFFIC RECEIPTS from all SOURCES.

Years.	Passengers.		Goods.*		Mails, &c.		Total.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
1860	-	-	10,445	14 4	6,493	6 9	1,020	4 5
1861	-	-	10,431	6 10	6,845	0 1	1,276	7 9
1862	-	-	9,520	13 2	7,516	6 0	1,332	9 4
1863	-	-	9,817	6 5	6,641	12 8	1,332	9 4
1864	-	-	9,507	0 7	5,346	7 2	1,352	19 4
Year ending 3rd Nov. 1865 -	-	-	9,820	14 2	6,080	14 0	1,373	9 4

* This includes Derry cartage in all cases.

	£	s.	d.
Omagh agreement, deducted from 1863	-	-	58 10 3
Do. do. 1864	-	-	559 5 0
Do. do. 1865	-	-	395 14 7

BELFAST AND NORTHERN COUNTIES RAILWAY.

No. 6.—RECEIPTS from all SOURCES of TRAFFIC.

Years.	Passengers.		Goods.		Mails and Rents.		Total.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
1861	-	-	45,758	3 0	38,024	0 11	2,968	9 3
1862	-	-	44,026	0 1	41,448	19 7	3,347	5 9
1863	-	-	46,311	11 2	42,110	6 11	3,405	2 6
1864	-	-	48,965	14 0	41,945	7 6	3,380	11 4
Year ending 3rd Nov. 1865 -	-	-	52,597	0 11	47,266	8 3	3,411	11 4

	£	s.	d.
Omagh agreement, deduction from 1863	-	-	109 18 7
Do. do. 1864	-	-	1,066 13 11
Do. do. 1865	-	-	800 4 11

APPENDIX BC.

EXPLANATION from MR. FISHBOURNE.

(Extracts of questions and answers Nos. 1824 to 1828, and 4563 to 4572, were sent to Mr. Fishbourne, and the following is the essential part of his reply.)

London and North-western Railway Company,
via Holyhead, L. Fishbourne, Agent.
SIR, Bachelor's Walk, Dublin, 1st July 1865.

I HAVE the honour to acknowledge the receipt of your letter of the 1st inst. this day on my return home from the continent, enclosing me extracts from the evidence given by Messrs. Haughton, Murland, and Forbes, before the Royal Railway Commission; the evidence of the latter gentleman, reflecting on my conduct as a railway agent in this city, contains statements which I beg to give the most unqualified contradiction, and I challenge Mr. Forbes to produce one single case.

My rates for cartage as arranged by agreement are distinct from the railway charges, and are published by the railway companies for the information of the public in their goods stores, so that when they wish me to cart their goods, they know beforehand what they have to pay for cartage, and the goods when carted by me are in all casses accompanied by a delivery note (made out by the railway companies), setting forward a full description of the goods, the weight, the rate for railway charge and amount, together with my own special charges for cartage. The public have at all times the option of employing any other carrier or of using their own carts.

William Pole, Esq.,
House of Lords,
Westminster, S.W.

I have, &c.
I. FISHBOURNE.

Mr. Fishbourne subsequently transmitted the following copy of the notice referred to in his letter.

COLLECTION AND DELIVERY IN CONNEXION WITH THE GREAT SOUTH-WESTERN RAILWAY OF IRELAND.

If the goods be collected or delivered they will be subjected to an increased charge according to the following rates. All goods brought to the receiving offices, 15, Duke street, and 26, Bachelor's walk, will be conveyed to Kingsbridge Station at the rate of 2d. for each article or lot of goods up to 112 lbs. weight; 3d. for 168 lbs., and so on, 2d. per cwt., up to 12 cwt., and from that quantity to 1 ton, the charge will be 2s. The same prices will also be charged for the delivery of packages or goods from Kingsbridge Station to places within the Circular Road, and when that distance shall be exceeded, an additional penny per cwt. per mile, will be charged. For any quantity of goods exceeding 20 tons, the charge will be 1s. 9d. per ton, and if exceeding 30 tons, 1s. 6d. per ton. Carts may be employed specially for the collection or delivery of goods at the rate of 2s. for any quantity up to 10 cwt., above which, the usual rate will be charged, and goods will be collected from any part of Dublin, on notice being sent to the offices, 15, Duke street, or 23, Bachelor's walk.

In like manner, the charges and arrangements stated above apply to all distances within 3 miles of the chief stations on the line. A list of the country receiving offices will be found on the other side.

All goods forwarded on the line will be delivered by the company, unless otherwise directed.

The delivery of goods will be considered complete when the same are unloaded out of the waggon, dray, van, or cart, and placed at the door of the consignee; the cellaring or warehousing of them afterwards will be at the owner's risk, so also will be the removal of goods from the sender's premises into the cart or waggon.

APPENDIX BD.

LETTER from MR. HENRY OLDHAM of DUBLIN, in respect to the Through Charges for Passengers between England and Ireland.

LONDON AND DUBLIN TRAFFIC.

SIR, 42, Fleet Street, Dublin,
9th November 1865.
AM I in order or in time in directing the attention of the Commissioners to the unequal charges imposed on the City of Dublin in reference to the passenger traffic to and from London, and the route of the London and North-western Railway? The complaint applies as well to the Liverpool as the Holyhead route. I quote first-class fares, second-class being in proportion.

By Holyhead mail:—	£	s.	d.
1st class single ticket to Dublin	-	3	2 0
" " " Cork	-	3	15 6
" " " Belfast	-	3	5 0
1st class return, Dublin	-	5	3 0
" " " Cork	-	5	6 6
" " " Belfast	-	5	7 0

The consequence is that mercantile travellers coming to Dublin only book to Belfast or Cork, and on arrival here sell the ticket to Cork or Belfast at a reduction. Such tickets are constantly on sale at the leading hotels. Fare, Dublin to Cork 30s., Belfast 20s.

By Holyhead and North Wall:—	£	s.	d.
1st class single to Dublin	-	2	6 0
" " " Cork	-	3	0 0
" " return to Dublin	-	3	9 0
" " " Cork	-	4	10 0

By Liverpool, until very recently, in consequence of the combination of the City of Dublin Steam Packet Company and the London and North-western Railway, there was not any through booking. Within the last month passengers may book through by steam ships of a new company con-

nected with the Great Northern Railway, but not by the London and North-western or by the Great Western.

Belfast passengers can book through by Liverpool, Fleetwood, or Morecambe, and from Liverpool by either of the three lines to London, at following rates:—

Belfast to London:—	£	s.	d.
1st class single	-	2	0 0
" " return	-	2	10 0
2nd class single	-	1	10 0
" " return	-	2	0 0

Dublin passengers can book through only by the Great Northern Railway, and are charged—

Dublin to London:—	£	s.	d.
1st class single	-	2	6 0
" " return	-	3	9 0
2nd class single	-	1	19 0
" " return	-	2	13 6

While the steam-boat fare from Belfast to Liverpool and distance are more than from Dublin to Liverpool. These fares from Dublin are the same as those from Dublin River by Holyhead, and must have been arranged in concert with the London and North-western Railway. The injustice of the charges is self-evident. The London and North-western Railway Company should be bound to place Dublin and Belfast on the same footing in relation to their traffic by Liverpool.

Your obedient Servant,
R. Jackson, Esq., Secretary,
Railway Inquiry Commissioners,
Leinster Chambers, Dublin.

APPENDIX BE.

MR. ROE'S REMARKS in reply to MR. COTTON'S EVIDENCE before ROYAL COMMISSION.

On 25th July I wrote Mr. Cotton asking permission to inspect the books which I left with him for the purpose of informing the Royal Commission as accurately as possible the particulars of the traffic receipts, number of passengers, and fares charged during the time I worked the line.

He replied as follows:—

(Copy of letter.)

"DEAR SIR,—Your evidence has been submitted to my board, and I am to give evidence upon it as soon as the Royal Commission meets again. It appears to me you will *perhaps learn from my evidence the information you require.*

"Yours truly,
"E. J. COTTON."

Mr. Cotton's Statement.

7788. Are the Commission to understand you to state that in no case has the increase exceeded 5 per cent. upon the fares that prevailed in Mr. Roe's time?—No, that was the advance that was made throughout the whole line.

Mr. Roe states, in answer to Questions 5740 and 5741, that he reduced the fares. This I state to be positively untrue. He then gives in proof a statement made by Mr. Garrett.

7789. Mr. Cotton puts in a letter from Mr. Hamilton, Newtownlimavady, and states there are no labourers travelling over the line.

7791. Mr. Cotton states, respecting third-class fares, I had a good deal of correspondence with Mr. Roe on the subject, and it was not until the 1st of May 1860 that we induced him to issue, in connexion with us, the third-class return tickets.

No advance made in goods rates.

THROUGH RATES TO ENGLAND.

In most cases he says we get our local rates from Derry to Belfast.

7794. Mr. Cotton denies any advance of fares, and attributes the falling off in receipts to bad harvests and the opening of the Dungannon line.

7799. Mr. Cotton states, in 1860 my receipts were 17,959*l.* 5*s.* 6*d.*

7810. Mr. Cotton states that in Mr. Roe's receipts cartage was included.

7818. Mr. Cotton states, I publish at the end of my evidence a statement of fares, and that he, Mr. Cotton, acted upon them after I left, and that he never heard of any other fares.

7819. Mr. Cotton states the fares to Coleraine correctly, but does not give the fares to stations between that and Derry.

7823. Mr. Cotton directly contradicts my statement.

7824. Mr. Cotton states, that in his opinion the Irish traffic is fully developed at present without any reduction of rates.

7825. Mr. Cotton states, I did not issue market tickets, and that he never heard complaints in the north of Ireland as to his present fares.

7829. Mr. Cotton, in giving fares, states, at present the increase is about 5 per cent. over the original fares in Mr. Roe's time.

7853. Mr. Cotton states the increase in the fares has not been much talked of.

7873. Mr. Cotton states the population of Derry and Coleraine is decreasing.

7875. Mr. Cotton states, that on his taking up the line I advised him to close several stations.

Mr. Roe's Reply.

The fares third class between Newtownlimavady and Derry were increased from 1*s.* to 1*s.* 4*d.*, or 33 per cent.

Mr. Garrett was asked to write this particular style of letter under pressure; and not knowing the object in view by Mr. Cotton, the boy did as he was told. He now states he is not quite sure about it; he did not issue all the tickets.

Mr. Hamilton, in his letter lauding Mr. Cotton's management, omits to state that the traffic to and from his station is considerably more than the traffic of *all* the other intermediate stations between Derry and Coleraine; yet the third-class fares are 33 per cent. higher than in my time. He also omits to mention that the rate for goods, delivery in Derry included, is from 1*s.* to 1*s.* 6*d.* per ton more than I charged.

I have had frequently as many as 50 in one day between Derry, Eglintown, and Culmore; return fare, 3*d.*; distance, 12 miles there and back.

The very reverse is the fact. It was I who urged upon Mr. Cotton the importance of issuing return third-class tickets between Belfast and Derry. I was always in favour of cheap fares.

I delivered goods in Derry in *many cases free*, and never charged more than 6*d.* to 9*d.* per ton. Mr. Cotton charges 1*s.* 6*d.* per ton delivery.

This is not a fact. The local rate from Derry to Newtown, a distance of 18 miles, for flour is 4*s.* 6*d.* delivered; and for the same goods from Derry to England, *via* Fleetwood, the mileage proportion for this distance is about 1*s.* 4*d.*

As I have already stated, the fares have been increased in one instance at least 33 per cent.

Bad harvests is another name in Ireland for *bad management*. The value of the Omagh traffic, about 150*l.* per annum, was known to Mr. Cotton when he took up my lease.

My receipts, in 1860, were positively over 18,200*l.* If Mr. Cotton's receipts were so much more than mine in 1861, how is it that both himself and his chairman stated openly they were losing 2,000*l.* per annum by the line? If so, the management must have been extravagant.

This is not the case; I kept a separate cartage account. A good deal of my Derry goods were delivered free.

Every person in and around Derry knows that I had special fares and rates, and in giving the Commission the rates I charged, I took as fair an average as I could without the assistance of my books.

I never reduced the fares (except on the occasion of an excursion) to Coleraine; it was a joint station; but to the stations between that and Derry I reduced them as circumstances warranted.

It will be for the Commission to form an opinion whether he is justified in doing so.

The Irish traffic is not half developed at present.

A reduction of 30 per cent. on present rates would increase the traffic 50 per cent.; I have proved it, and I will prove it again at my own risk.

I did issue market tickets, and gave *buyers free* tickets.

At present, and for a considerable time, complaints are loud and numerous of the increased rates and fares on this line.

In some instances the increase is 20, 25, and 33 per cent. higher than in my time.

Any person who comes in contact with the traders of Derry, Coleraine, and intermediate stations will not verify this statement.

"I say it is not."

"See Thom's Almanack."

This is, to use his own words, **POSITIVELY UNTRUE**. I actually advised him to keep them open, and used my influence with him to keep at least two of them open, and letters passed between us upon the subject. It paid me very well to stop at those stations.

PETER ROE.

Received with letter dated 25th November 1865.

APPENDIX BG.

STATEMENT of IRISH RAILWAYS, classified according to the DIVIDENDS PAID.

* * The Dividend Columns are taken from the Dublin Weekly Stock and Share List, of 10 to 16 Nov. 1865. All the other Columns are from the Board of Trade Reports for 1864.

	Two last Half-Years' Dividend per Cent. per Annum.		Ordinary Capital paid up, 31 Dec. 1864.	Pre-ferential Capital.	De-benture Stock.	Net Receipts for 1864.	
	1864.	1865.					
1st Class. Paying no Dividend on some Class of Preference Stock for 1864 :—							
Banbridge, Lisburn, & Belfast	—	—	£ 86,082	£ 40,000	- -	- -	See Ulster.
Belfast and County Down	—	—	258,212	179,050	- -	21,039	
Cork and Kinsale Junction	—	—	20,330	18,530	- -	- -	See Cork and Bandon.
Dublin and Meath	—	—	133,155	183,460	- -	4,401	
Irish North-western	—	—	199,124	505,975	54,490	42,059	These Receipts include those of the Finn Valley and Londonderry and Enniskillen.
Limerick and Castleconnell	—	—	53,713	7,780	- -	- -	} See Waterford and Limerick.
Limerick and Ennis	—	—	91,978	12,325	- -	- -	
Limerick and Foynes	—	—	97,173	32,917	- -	- -	
Londonderry and Coleraine	—	—	176,050	146,522	- -	- -	See Belfast and Northern Counties.
Londonderry and Enniskillen	—	—	129,200	325,731	36,310	- -	See Irish North-western.
Newry and Armagh	—	—	50,050	104,631	- -	978	
Newry, Warrenpoint, and Rostrevor.	—	—	99,910	20,000	- -	3,403	
Waterford and Kilkenny	—	—	250,000	196,885	57,496	- -	See Waterford and Limerick.
2nd Class. Paying all their Preference Charges, but no Dividend on their Ordinary Shares :—							
Banbridge Junction	—	—	21,981	17,800	- -	- -	See Dublin and Belfast Junction.
Carrickfergus and Larne	—	—	80,566	- -	- -	- -	See Belfast and Northern Counties.
Cork and Bandon	—	—	175,241	77,593	8,310	9,594	These Receipts include those of the Cork and Kinsale Junction.
Cork and Youghal	—	—	139,400	225,600	- -	11,723	
Finn Valley	—	—	43,623	- -	- -	- -	See Irish North-western.
Londonderry & Lough Swilly	—	—	34,484	- -	- -	334	
Portadown, Dungannon, and Omagh.	—	—	250,808	66,715	- -	- -	See Ulster.
3rd Class. Paying Dividends on Ordinary Shares, less than Consols at 88½—3l.7s.6d. per cent. :—							
Athenry and Tuam	3	*	61,673	- -	- -	- -	See Midland Great Western.
Cork and Limerick Direct	2	1½	71,135	- -	- -	- -	} See Great Southern and Western of Ireland.
Cork, Blackrock, and Passage	1	†	118,700	- -	- -	3,739	
Great Northern and Western	2½	2½	332,048	40,270	- -	- -	See Midland Great Western.
Midland Great Western of Ireland.	2	2½	2,156,931	- -	- -	125,284	These Receipts include those of the Athenry and Tuam, and Great Northern and Western of Ireland.
Waterford and Limerick	1	0½	501,512	392,000	16,000	53,715	} These Receipts include those of the Limerick and Castleconnell, Limerick and Ennis, Limerick and Foynes, and Waterford and Kilkenny.
Waterford and Tramore	1½	—	48,000	10,000	- -	1,806	
4th Class. Paying above the Funds, but less than the Shareholders expect as Commercial Interest :—							
Belfast and Northern Counties	4	3½	556,703	219,600	110	55,467	These Receipts include those of the Carrickfergus & Larne, & Londonderry & Coleraine.
Dublin and Belfast Junction	3½	3½	873,500	- -	- -	40,739	These Receipts include those of the Banbridge Junction.
Dublin and Drogheda	4	4½	625,173	250,000	43,672	50,399	
Dublin, Wicklow, & Wexford	5	4	580,000	502,897	- -	50,884	
Great Southern and Western of Ireland.	4½	4½	3,791,980	1,329,100	- -	250,500	These Receipts include those of the Cork and Limerick Direct.
Ulster	{ 4½ 3½ }	{ 4 3 }	{ 750,000 250,000 }	{ - - }	{ 47,085 - }	{ 66,455 - }	These Receipts include those of the Banbridge, Lisburn, and Belfast, and Portadown, Dungannon, and Omagh Junction.
5th Class. Perfectly successful as Commercial Speculations :—							
Dublin and Kingstown	9	9	350,000	- -	- -	38,557	
			13,458,435	4,905,381	263,473	831,076	
6th Class. Lines not working :—							
Athenry and Ennis Junction	—	—	50,374	—	—	—	
Banbridge Extension	—	—	43,465	—	—	—	
Belfast Central	—	—	500	—	—	—	
Belfast, Holywood, & Bangor	—	—	105,584	—	—	—	
Cork and Macroom Direct	—	—	58,490	—	—	—	
Downpatrick and Newry	—	—	10,098	—	—	—	
Dublin and Antrim Junction	—	—	26,665	—	—	—	
Dublin & Baltinglass Junction	—	—	2,272	—	—	—	
Dublin, Rathmines, Rathgar, Roundtown, Rathfarnham, and Rathcoole.	—	—	2,770	—	—	—	
Dundalk and Greenore	—	—	738	—	—	—	
Enniskillen, Bundoran, & Sligo	—	—	45,384	—	—	—	
Kilkenny Junction	—	—	59,350	—	—	—	
Kilrush and Kilkee, and Poul-nasherry Junction.	—	—	60,000	—	—	—	
Letterkenny	—	—	51,698	—	—	—	
Midland Counties & Shannon Junction.	—	—	61,333	—	—	—	
Newry and Greenore	—	—	7,946	—	—	—	
Parsonstown & Portumna Bdg.	—	—	13,276	—	—	—	
Rathkeale & Newcastle Junc.	—	—	13,959	—	—	—	
Sligo & Ballaghadeen Junc.	—	—	1,750	—	—	—	
West Cork	—	—	191,575	—	—	—	
			807,227	—	—	—	
Bagenalstown and Wexford	—	—	97,862	10,000†	—	—	

* Not stated.

† Not stated, due 30th October.

‡ Closed 31st December 1863.

APPENDIX BH.

ABSTRACTS of RETURNS from IRISH RAILWAYS on CHARGES for GOODS TRAFFIC.

INQUIRY No. 1.,

Containing various Questions in regard to Railway Charges on various kinds of Goods stated in the List.

This Form of Inquiry was sent to the various Railway Companies, with the following Letter :

LETTER sent by the COMMISSION to the RAILWAY COMPANIES of the UNITED KINGDOM asking for RETURNS of CHARGES.

ROYAL COMMISSION ON RAILWAYS.

SIR,

House of Lords, S.W., 1865.

I AM directed by the Royal Commission on Railways to inform you that they are desirous of obtaining accurate information respecting the actual charges made by the several railway companies for the conveyance of certain classes of articles upon the lines under their management, or over which their trains run.

With this object they have caused the enclosed form of inquiry to be drawn up, and they will feel much obliged by your answering the questions contained therein as fully as possible, and returning it to me as early as you can conveniently do so.

I am, &c.

WILLIAM POLE,
Secretary.

1 a.—What is the Minimum charged per Ton for each Article for the shortest Distance?

the Owners.

Name of Article.	Belfast and County Down.	Belfast and Northern Counties.	Cork and Bandon.	Cork and Kinsale Junction.	Cork and Youghal.	Cork, Blackrock, and Passage.	Dublin and Belfast Junction.	Dublin and Drogheda.	Dublin and Meath.	Dublin, Wicklow, and Wexford.	Great Southern and Western.	Irish North-western.	Midland Great Western.	Newry, Warrenpoint, and Ros-trevor.	Ulster.	Waterford and Limerick.	Waterford and Tramway.
Bricks, common	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Cannel	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Chromate ores	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Cinders	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Clay	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Coal	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Coke	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Compost	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Coprolites, for manure	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Culm	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Draining pipes and tiles (com. for agricultural draining).	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Dross	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Fire bricks and clay	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Flagstones	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Granite, undressed	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Gravel	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Iron ore	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Iron, pig	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Iron stone	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Lime and limestone	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Manure, in bulk	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Materials for road repairs	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Peat	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Potters' earth	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Pyrites	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Salt, rock, and unmanufactured	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Salt, in bulk, including manufactured salt, when so carried.	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Sand	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Scoriae	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Slag	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Slates, common	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Stone, in the rough state, building, paving, kerb, or flags.	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Sulphur ore	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Tiles	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Turf	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6
Zinc Ore	s. d. 1 3	s. d. 1 0	s. d. 1 6	s. d. 2 2	s. d. 2 2	s. d. 2 0	s. d. 2 0	s. d. 2 0	s. d. 1 3	s. d. 1 0	s. d. 2 6	s. d. 1 3	s. d. 2 0	s. d. 1 0	s. d. 1 8	s. d. 1 6	s. d. 1 6

* In loads of 5 tons up to 6½ miles, 6s. per truck; 6½ to 15½ miles, 8s. per truck; 15½ to 24 miles, 10s. 6d. per truck.

† Lime, in waggon loads of 5 tons, to Kinsale or any station on Kinsale Branch, from Cork at 10s. 6d. per waggon.

‡ And seaweed.

§ In loads of 5 tons.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.—(A.) In Companies' Waggon, when loaded and unloaded by the Owners.

2 a.—What is the Minimum Load of each Article below which you refuse to take at these Rates ?

Name of Article.	Belfast and County Down.	Belfast and Northern Counties.	Cork and Bandon.	Cork and Kinsale Junction.	Cork and Youghal.	Cork, Blackrock, and Passage.	Dublin and Belfast Junction.	Dublin and Drogheda.	Dublin and Meath.	Dublin, Wicklow, and Wexford.	Great Southern and Western.	Irish North-western.	Midland Great Western.	Newry and Armagh.	Newry, Warrenpoint, and Ros-trevor.	Ulster.	Waterford and Lime-rick.	Waterford and Tramore.
Bricks, common	Tons. 5	Tons. 5	Tons. 5	Tons. 5	Tons. 5	Tons. 5	Tons. 5	Tons. 5	Tons. 5	Tons. no min ^m	Tons. 5	Tons. 5	Tons. 5	Tons. 5	Tons. 1	Tons. 3		
Cannel	5	5	5	5	5	5	5	5	5	"	not carr ^d	not carr ^d	not carr ^d	5	1	3		
Chromate ores	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	"	"	not carr ^d	not carr ^d	5	1	3		
Chinders	5	5	5	5	5	5	5	5	5	"	"	"	"	5	1	3		
Clay	5	5	5	5	5	5	5	5	5	"	"	"	"	5	1	3		
Coal	5	5	5	5	5	5	5	5	5	"	"	"	"	5	1	3		
Coke	5	5	5	5	5	5	5	5	5	"	"	"	"	5	1	3		
Compost	5	5	5	5	5	5	5	5	5	"	"	"	"	5	1	3		
Coprolites, for manure	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	"	not carr ^d	not carr ^d	not carr ^d	5	1	3		
Culm	5	5	5	5	5	5	5	5	5	"	"	"	"	5	1	3		
Draining pipes and tiles (com. for agricultural draining)	5	5	5	5	5	5	5	5	5	"	"	"	"	5	1	3		
Dross	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	"	not carr ^d	not carr ^d	not carr ^d	5	1	3		
Fire bricks and clay	5	5	5	5	5	5	5	5	5	"	not carr ^d	not carr ^d	not carr ^d	5	1	3		
Flagstones	5	5	5	5	5	5	5	5	5	"	5	5	5	5	1	3		
Granite, undressed	5	5	5	5	5	5	5	5	5	"	5	5	5	5	1	3		
Gravel	5	5	5	5	5	5	5	5	5	"	5	5	5	5	1	3		
Iron ore	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	"	not carr ^d	not carr ^d	not carr ^d	5	1	3		
Iron, pig	5	5	5	5	5	5	5	5	5	"	5	5	5	5	1	3		
Iron stone	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	"	not carr ^d	not carr ^d	not carr ^d	5	1	3		
Lime and limestone	5	5	5	5	5	5	5	5	5	"	not carr ^d	not carr ^d	not carr ^d	5	1	3		
Manure, in bulk	5	5	5	5	5	5	5	5	5	"	not carr ^d	not carr ^d	not carr ^d	5	1	3		
Materials for road repairs	5	5	5	5	5	5	5	5	5	"	not carr ^d	not carr ^d	not carr ^d	5	1	3		
Peat	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	"	not carr ^d	not carr ^d	not carr ^d	5	1	3		
Potter's earth	5	5	5	5	5	5	5	5	5	"	any quantity over 2.	"	not carr ^d	5	1	3		
Pyrites	5	5	5	5	5	5	5	5	5	"	not carr ^d	not carr ^d	not carr ^d	5	1	3		
Salt, rock, and unmanufactured	5	5	5	5	5	5	5	5	5	"	not carr ^d	not carr ^d	not carr ^d	5	1	3		
Salt, in bulk, including manufactured salt, when so carried.	5	5	5	5	5	5	5	5	5	"	any quantity.	6 cwt.	5	5	1	3		
Sand	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	"	not carr ^d	not carr ^d	not carr ^d	5	1	3		
Scoria	5	5	5	5	5	5	5	5	5	"	not carr ^d	not carr ^d	not carr ^d	5	1	3		
Slag	5	5	5	5	5	5	5	5	5	"	5 tons.	5	5	5	1	3		
Slates, common	5	5	5	5	5	5	5	5	5	"	5	5	5	5	1	3		
Stone, in the rough state, building, pitching, paving, kerb, or flags.	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	"	not carr ^d	not carr ^d	not carr ^d	5	1	3		
Sulphur ore	5	5	5	5	5	5	5	5	5	"	not carr ^d	not carr ^d	not carr ^d	5	1	3		
Tiles	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	"	any quantity over 2.	not carr ^d	not carr ^d	5	1	3		
Turf	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	not carr ^d	"	not carr ^d	not carr ^d	not carr ^d	5	1	3		
Zinc ore	5	5	5	5	5	5	5	5	5	"	not carr ^d	not carr ^d	not carr ^d	5	1	3		

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES,--(A.) In Companies' Waggon, when loaded and unloaded by the Owners.

3a.---What is the Distance to which this Charge is applicable ?

Name of Article.	Belfast and County Down.	Belfast and Northern Counties.	Cork and Bandon.	Cork and Kinsale Junction.	Cork and Youghal.	Cork, Blackrock, and Passage.	Dublin and Belfast Junction.	Dublin and Drogheda.	Dublin and Meath.	Dublin, Wicklow, and Wexford.	Great Southern and Western.	Irish North-western.	Midland Great Western.	Newry and Ros-trevor.	Newry, Warren-point, and Armagh.	Ulster.	Water-ford point, and Limerick.	Water-ford and Tramore.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Bricks, common	10	10	6½ to 10	17½			7	8	5½ and 8½	8 & under	10	9	20	4	6	6	7½	7½
Cannel	10	7	6½ to 10	17½			not carr ^d	8	5½ and 8½	8 & under	not carr ^d	not carr ^d	20	4	6	6	7½	7½
Chromate ores	not carr ^d	not carr ^d	6½ to 10	17½			"	8	5	8 & under	"	"	not carr ^d	4	6	6	7½	7½
Cinders	10	7	6½ to 10	17½			"	8	5½ and 8½	8 & under	"	"	"	4	6	6	7½	7½
Clay	10	not carr ^d	6½ to 10	17½			"	8	5½ and 8½	8 & under	"	"	"	4	6	6	7½	7½
Coal	10	7	6½ to 24	24			4	8	5½ and 8½	8 & under	10	9	7	4	6	6	7½	7½
Coke	10	not carr ^d	6½ to 10	17½			-	8	5½ and 8½	8 & under	not carr ^d	9	7	4	6	6	7½	7½
Compost	10	"	6½ to 10	17½			-	8	5½ and 8½	8 & under	"	9	7	4	6	6	7½	7½
Coprolites, for manure	not carr ^d	"	6½ to 10	17½			-	8	5½ and 8½	8 & under	10	9	7	4	6	6	7½	7½
Culm	10	"	6½ to 10	17½			-	8	5½ and 8½	8 & under	10	9	7	4	6	6	7½	7½
Draining pipes and tiles (com. for agricultural draining).	10	10	6½ to 10	17½			7	8	5½ and 8½	8 & under	10	9	20	4	6	6	7½	7½
Dross	not carr ^d	not carr ^d	6½ to 10	17½			-	8	-	8 & under	not carr ^d	not carr ^d	not carr ^d	4	6	6	7½	7½
Fire bricks and clay	10	10	6½ to 10	17½			-	8	5½ to 8½	8 & under	10	9	20	4	6	6	7½	7½
Flagstones	10	not carr ^d	6½ to 10	17½			-	8	5½ to 8½	8 & under	10	9	20	4	6	6	7½	7½
Granite, undressed	10	14	6½ to 10	17½			-	8	5½ to 8½	8 & under	10	9	20	4	6	6	7½	7½
Gravel	10	14	6½ to 10	17½			-	8	5½ to 8½	8 & under	10	9	20	4	6	6	7½	7½
Iron ore	not carr ^d	15*	6½ to 10	17½			-	8	5½ to 8½	8 & under	10	9	20	4	6	6	7½	7½
Iron, pig	10	not carr ^d	6½ to 10	17½			-	8	5½ to 8½	8 & under	10	9	20	4	6	6	7½	7½
Iron stone	not carr ^d	"	6½ to 10	17½			-	8	5½ to 8½	8 & under	10	9	20	4	6	6	7½	7½
Lime and limestone	10	13	6½ to 10	17½			4	8	5½ to 8½	8 & under	10	9	20	4	6	6	7½	7½
Manure, in bulk	10	not carr ^d	6½ to 10	17½			-	8	5½ to 8½	8 & under	not carr ^d	not carr ^d	13	4	6	6	7½	7½
Materials for road repairs	10	"	6½ to 10	17½			-	8	5½ to 8½	8 & under	"	"	not carr ^d	4	6	6	7½	7½
Peat	not carr ^d	"	6½ to 10	17½			-	8	5½ to 8½	8 & under	10	"	14	4	6	6	7½	7½
Potters' earth	"	"	6½ to 10	17½			-	8	-	8 & under	not carr ^d	"	not carr ^d	4	6	6	7½	7½
Pyrites	"	"	6½ to 10	17½			-	8	5½ to 8½	8 & under	"	"	"	4	6	6	7½	7½
Salt, rock, and unmanufactured	10	only in owners' waggons.	6½ to 10	17½			-	8	5½ to 8½	8 & under	"	9	13	4	6	6	7½	7½
Salt, in bulk, including manufactured salt, when so carried.	10	10	6½ to 10	17½			-	8	5½ to 8½	8 & under	10	9	16	4	6	6	7½	7½
Sand	10	10	6½ to 10	17½			-	8	5½ to 8½	8 & under	not carr ^d	not carr ^d	20	4	6	6	7½	7½
Scoriae	not carr ^d	not carr ^d	6½ to 10	17½			-	8	-	8 & under	"	"	not carr ^d	4	6	6	7½	7½
Slag	"	"	6½ to 10	17½			-	8	5½ to 8½	8 & under	"	"	"	4	6	6	7½	7½
Slates, common	10	10	6½ to 10	17½			-	8	5½ to 8½	8 & under	10	9	20	4	6	6	7½	7½
Stone, in the rough state, building, pitching, paving, kerb, or flags.	10	14	6½ to 10	17½			-	8	5½ to 8½	8 & under	10	9	20	4	6	6	7½	7½
Sulphur ore	not carr ^d	not carr ^d	6½ to 10	17½			-	8	-	8 & under	not carr ^d	not carr ^d	not carr ^d	4	6	6	7½	7½
Tiles	10	10	6½ to 10	17½			-	8	5½ to 8½	8 & under	10	9	20	4	6	6	7½	7½
Turf	not carr ^d	not carr ^d	6½ to 10	17½			-	8	5½ to 8½	8 & under	10	not carr ^d	14	4	6	6	7½	7½
Zinc ore	"	"	6½ to 10	17½			-	8	-	not carried	not carr ^d	"	not carr ^d	4	6	6	7½	7½

* Only carried from one place.

6.—What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles ?
the Owners.

N.B.—The Statement of Maximum Charges allowed by the respective Acts of Parliament, has been added since the answers were received.

[illegible]

DUBLIN AND BELFAST JUNCTION.—15 miles is the longest distance coal is conveyed.

[illegible]

s.d., Belfast and Ballymena; *s.v.*, Londonderry and Coleraine; *s.d.*, Ballymena to Portrush.
do. do. do. do. do. do.
s.v., do. do. do. do. do. do.
do. do. do. do. do. do.
s.d., Dublin and Carlow; *s.g.*, Cork to River Lee and Rosaura to Birdhill; *s.d.*, Corlew Killybeggy; *s.v.*, Mullow to Killarney; *s.d.*, Maltoe and Fernoy.

[illegible][illegible]

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.—(A.) In Companies' Waggon, when loaded and unloaded by the Owners.

b 2.—What is your Scale of Charges according to Distance for Distances beyond 50 Miles ?

Name of Article.	Belfast and County Down.	Belfast and Northern Counties.	Cork and Bandon.	Cork and Kinsale Junction.	Cork and Youghal.	Cork, Blackrock, and Passage.	Dublin and Belfast Junction.	Dublin and Drogheda.	Dublin and Meath.	Dublin, Wicklow, and Wexford.	Great Southern and Western.	Irish North-western.	Midland Great Western.	Newry and Armagh.	Newry, Warrenpoint, and Ros-trevor.	Ulster.	Waterford and Limerick.	Waterford and Limerick, Tramore.
Bricks, common	d	about 1d.					d			beyond 60 miles.	d	d	d					
Cannel	1	1					1 1/2			1	1 to 1/2	1 1/2	1					
Chromate ores		not carr ^d					—			1	not carr ^d	not carr ^d	not carr ^d					
Clinders	1	1					—			1	"	"	"					
Clay		not carr ^d					—			1	"	"	"					
Coal		1					15 miles longest for coal.			1	1 to 1/2	1 1/2	"					
Coke		not carr ^d					—			1	not carr ^d	1 1/2	"					
Compost		"					—			1	"	not carr ^d	"					
Coprolites, for manure		"					—			1	"	not carr ^d	"					
Culm		1					—			1	1 to 1/2	1 1/2	"					
Drawing pipes and tiles (com. for agricultural draining).							1 1/2			1	1 to 1/2	1 1/2	"					
Dross		not carr ^d					—			1	not carr ^d	not carr ^d	not carr ^d					
Fire bricks and clay		about 1d.					—			1	1 to 1/2	1 1/2	1					
Flagstones		not carr ^d					—			1	1 to 1/2	1 1/2	1					
Granite, undressed		1					—			1	1 to 1/2	1 1/2	1					
Gravel		1					—			1	1 to 1/2	1 1/2	1					
Iron ore		only carr ^d from one place.					—			1	1 to 1/2	1 1/2	1					
Iron, pig		not carr ^d					1 1/2			1	1 to 1/2	1 1/2	1					
Iron stone		"					—			1	not carr ^d	"	"					
Lime and limestone		about 1d.*					1 1/2			1	1 to 1/2	1 1/2	1					
Manure, in bulk		not carr ^d					—			1	not carr ^d	not carr ^d	0.83					
Materials for road repairs		"					—			1	1 to 1/2	1 1/2	2 1/2					
Peat		"					—			1	1 to 1/2	1 1/2	not carr ^d					
Potters' earth		"					—			1	not carr ^d	"	not carr ^d					
Pyrites		"					—			1	"	"	"					
Salt, rock, and unmanufactured		only in owner's waggons.					—			1	"	1 1/2	0.83					
Salt, in bulk, including manufactured salt, when so carried.		1					—			1	1 1/2 to 1 1/2	2	1 1/2					
Sand		1					—			1	not carr ^d	not carr ^d	1					
Scoriae		not carr ^d					—			1	"	not carr ^d	not carr ^d					
Slag		"					—			1	"	"	"					
Slates, common		about 1 1/2d.					—			1	1 to 1/2	1 1/2	1					
Stone, in the rough state, building, pitching, paving, herb, or flags.		1					—			1	1 to 1/2	1 1/2	1					
Sulphur ore		not carr ^d					—			1	not carr ^d	not carr ^d	not carr ^d					
Tiles		about 1 1/2d.					—			1	1 to 1/2	1 1/2	1					
Turf		not carr ^d					—			1	not carr ^d	not carr ^d	not carr ^d					
Zinc ore		"					—			1	not carr ^d	not carr ^d	not carr ^d					

* Lime in truck loads of 5 tons each, up to 6 1/2 miles, 6s. per truck; from 6 1/2 miles and not exceeding 15 1/2 miles, 8s. per truck; exceeding 15 1/2 miles and up to 24 miles, 10s. 6d. per truck.

ANSWERS TO QUESTIONS 2c to 9.—TRAFFIC IN COMPANIES' WAGGONS.

	Belfast and County Down.	Belfast and Northern Counties.	Cork and Bandon.	Cork and Kinsale Junction.	Cork and Youghal.	Cork, Blackrock, and Passage.
2c. What is the charge per ton for terminal or station accommodation?	No charge made - - -	No defined charge - - -	Nil.	—		
2c. Is it included in the foregoing charges?	Yes - - -	Terminal and station accommodation is included in charges given.	—	—		
2d. What is the charge for loading and unloading when done by the Company?	We would not load or discharge a larger quantity than a portion of a wagon load. Smaller quantities than wagon loads (5 tons) when loaded by the company are charged at the rate of goods of the next higher class, which, as well as I can average our rates, would be a fourth more than the rates quoted.	We never load or unload this description of traffic.	—	—		
2d. Is it in addition to the foregoing charges?	Yes.	—	—	—		
3. Are the above mileage charges uniformly applied between all stations on your system of railways?	(See below)* - - -	I have endeavoured to give a fair average, but the rates given will not apply in all cases.	Yes, with the following exceptions.	Yes.		
4. If not, state the nature of the exceptions.	(See below)* - - -	The following are a few of the exceptions : <i>cods</i> , Londonderry to Coleraine, 33 miles, 2s. per ton ; Belfast to Ballymoney, 54 miles, 4s. per ton ; <i>gravel</i> and <i>sand</i> , Toome to Belfast, 36 miles, 2s. per ton ; <i>freestone</i> , Cookstown to Belfast, 54 miles, 3s. 6d. per ton ; <i>broken stones</i> , Castlerock to Londonderry, 28 miles, 1s. 9d. per ton.	The rates between Cork and Kinsale for 24 miles are the same as those between Cork and Bandon for 20 miles, on which distance the rates were originally struck.	—		
5. Is the traffic of this class conveyed at the owners' risk, or otherwise?	Conveyed at owners' risk if in 5 ton lots, loaded and unloaded by themselves.	At owners' risk - - -	Yes (owners' risk) - - -	At owners' risk.		No return. No goods' traffic. Pleasure line.
6. If not, state in what respects you depart from this condition?	Small quantities under 5 tons which are charged for at the higher rate are conveyed at the risk of the company.	—	—	—		
7. Do you undertake to deliver this class of traffic within a specified time?	Yes ; within 24 hours, unless we guard ourselves against liabilities for delay in the receipts given for the goods.	No - - -	Yes ; but at the stations only - - -	Yes.		
8. What time is allowed at the stations for loading and unloading this class of traffic.	24 hours nominally is the time allowed ; but we cannot enforce demurrage. The unreasonable detention of our wagons is one of the chief difficulties we have to contend with.	24 hours is the time allowed ; but it is generally detained longer, and it is with great difficulty we can obtain any charge for demurrage.	24 hours - - -	24 hours.		
9. What charge do you make for demurrage of wagons?	—	3s. per diem - - -	Our regulations allow us to charge 3s. per day or part of a day.	Our regulations allow us to charge 3s. per day or part of a day.		

* The distances over which goods traffic is carried on the Belfast and County Down line are so short, and the line itself is so circuitous, that our goods rates have not been calculated at any uniform rate per mile, but have been struck to meet the competition by road. The rates quoted per mile will therefore not work out exactly correct for all our stations, an average mileage rate having been deduced as nearly as practicable from the arbitrary rates charged to the different stations. Goods are frequently conveyed at rates less than those quoted by special agreement. We have generally to make a bargain for large consignments. We frequently take coarse traffic, such as the articles named in this list, for a minimum charge of 5s. per 5 ton wagon for distances under 10 miles, and 10s. per wagon for 27 miles, and intermediate distances in proportion, but always in such cases with an understanding as to the quick discharge of our wagons.

ANSWERS TO QUESTIONS 2c to 9.—TRAFFIC IN COMPANIES' WAGGONS.

	Dublin and Belfast Junction.	Dublin and Drogheda.	Dublin and Meath.	Dublin, Wicklow, and Wexford.	Great Southern and Western.	Irish North-western.
c. What is the charge per ton for terminal or station accommodation?	Included in charges	-	None	No charge beyond the mileage rate.	1s. 6d. excepting on draining pipes and tiles (agricultural).	Nil.
2c. Is it included in the foregoing charges?	The terminal is in the charges	Additional -	Yes	No charge beyond the mileage rate.	Yes.	---
2d. What is the charge for loading and unloading when done by the Company?	Not done by this company	Not done by this company	Done in all cases by owner- ptions:— <i>Iron ore</i> , 9d. per ton in addition to mileage charge. 9d. per ton is the charge for haulage for $\frac{1}{4}$ mile on tramway; transfer of load from tramway wagon to railway wagon, unloading at port, and for shipping. <i>Sulphur ore</i> , 1d. per ton loading, and 1d. per ton unloading.	This company does not load or unload, with the following exception:— <i>Iron ore</i> , 9d. per ton in addition to mileage charge.	Not done by this company. As respects <i>peat</i> and <i>salt in bulk</i> , is included in terminal.	Nil.
2d. Is it in addition to the foregoing charges?	Nil	Nil	Owner does all	In respect to <i>iron ore</i> and <i>sulphur ore</i> it is in addition to mileage charge.	As respects <i>peat</i> and <i>salt in bulk</i> , it is included in the terminal.	---
3. Are the above mileage charges uniformly applied between all stations on your system of railways?	Generally they are -	Yes, as a general rule, but with occasional exceptions.	Yes, as nearly as possible	Yes	No	Yes, as near as may be.
4. If not, state the nature of the exceptions.	When there are two routes the public have the advantage of being charged for the shortest.	When the route per rail is circuitous we give the public the advantage, and charge only for the direct distance.	<i>Coals</i> are carried in most cases at very little beyond 1d. a mile a ton.	---	Vary where distance by rail is greater than that by road, and at competitive points.	---
5. Is the traffic of this class conveyed at the owner's risk, or otherwise?	Nominally at owners' risk, but there is little risk in carrying this class of traffic.	Nominally, but there is little or no risk.	At the owners' risk	Risk of company	Except <i>peat</i> and <i>salt</i>	At owners' risk, except in the case of <i>manufactured salt</i> .
6. If not, state in what respects you depart from this condition?	Nil	Nil	No departure	---	---	---
7. Do you undertake to deliver this class of traffic within a specified time?	Within 48 hours, unless there is some arrangement to suit circumstances.	Within 48 hours, unless otherwise arranged.	No specific understanding, but as a rule we deliver nearly with as great regularity as if ordinary goods.	No	No	We undertake to convey it on the railway in reasonable time, but not to collect nor deliver it to or from the station.
8. What time is allowed at the stations for loading and unloading this class of traffic?	One day for loading; two days for unloading.	24 hours	24 hours, but a much longer space is allowed in practice.	24 hours	24 hours	No limit is, in practice, made.
9. What charge do you make for demurrage of waggons?	3s. per day is the charge, but it is seldom enforced.	None in practice; nominally 3s. per day per wagon.	3s. a day, but in no case exacted up to this date.	3s. per day, but rarely or ever charged.	3s. per wagon per day	We have never as yet charged demurrage.

NOTE.—The Irish North-western district is almost exclusively agricultural; there is very little manufacture, and very little mineral traffic.

ANSWERS TO QUESTIONS 2c to 9.—TRAFFIC IN COMPANIES' WAGGONS.

	Midland Great Western.	Newry and Armagh.	Newry, Warrenpoint, and Rostrevor.	Ulster.	Waterford and Limerick.	Waterford and Tramore.
2c. What is the charge per ton for terminal or station accommodation?	Nil	6d. at each end	6d. to 1s.	Included in the foregoing charges, but is varied according to circumstances.	The foregoing rates are inclusive of terminal accommodation.	—
2c. Is it included in the foregoing charges?	—	Local; yes, for one end only 2 companies; no, 3 companies; no.	Yes	Included in the foregoing charges, but is varied according to circumstances.	Yes.	—
2d. What is the charge for loading and unloading when done by the Company?	6d. per ton	3d. per ton at each end	3d. to 8d.	Loading and unloading are performed by the sender and consignee. If done by this company, only actual payments for this service are charged.	The loading and unloading are not performed by this company, except under special agreement, and vary from 3d. to 6d. per ton.	—
2d. Is it in addition to the foregoing charges?	Yes	Yes	Yes, in the case of the 9d. rate; i.e., compost, gravel, manure in bulk, materials for road repairs, scoria, and slag.	(See preceding reply)	Yes.	—
3. Are the above mileage charges uniformly applied between all stations on your system of railways?	No	No	This company has only terminal stations.	No	They vary according to circumstances.	Yes.
4. If not, state the nature of the exceptions.	The rates quoted are in general use; but reduced rates are made for certain quantities under particular conditions, and to suit the requirements of particular districts.	Competition by road, canal, and other railway lines.	—	The exceptions are so very numerous that it is impossible to enumerate them in this return.	The exceptions are when it is found necessary to obtain the traffic at special lower rates than the ordinary tariff, but this applies principally to cargoes or large quantities.	—
5. Is the traffic of this class conveyed at the owner's risk, or otherwise?	Owners' risk	At owners' risk	No	At owners' risk in all cases	As a rule, it is carried at owners' risk.	Company's risk.
6. If not, state in what respects you depart from this condition?	By increasing the rates 20 per cent.	—	—	—	According to circumstances; and in respect to damage where it proceeds from circumstances beyond the control of senders.	—
7. Do you undertake to deliver this class of traffic within a specified time?	No	No	No	No	Lowest specific time for delivery; but generally 24 hours.	Within the day.
8. What time is allowed at the stations for loading and unloading this class of traffic?	24 hours; Sundays, Christmas Day, and Good Friday excepted.	24 hours	Two clear days; and the company assists to load and unload all traffic and generally does all the portage duties to avoid demurrage.	A clear day; unless under special circumstances, when a further reasonable time is allowed.	24 hours.	—
9. What charge do you make for demurrage of waggons?	3s. per waggon per day	3s. per diem	3s. per day	3s. per day, under clearing house regulations; but it is rarely enforced.	3s. per day after 24 hours.	—

	Irish North-western.	Midland Great Western.	Newry and Armagh.	Newry, Warrenpoint, and Rostrevor.	Ulster.	Waterford and Limerick.	Waterford and Framore.
TRAFFIC IN OWNERS' WAGGONS.							
10. State in the following table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement.							
10 <i>g</i> . Do the charges include returning empty waggons?							
11. Are the above charges uniformly applied between all stations on your system of railways?							
12. If not, state the nature of the exceptions							
13. Is the traffic of this class conveyed at the owners' risk, or otherwise?							
14. Do you undertake to convey this class of traffic within a specified time?							
15. And to return the empty waggons within a specified time? And if so, in what time?							
16. Do you allow demurrage on owners' waggons when not returned within the specified time?							
THROUGH TRAFFIC.							
17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions?	17. Yes -	17. Yes, in company's waggons.	17. Yes, where permitted. Otherwise, this is specially brought before the committee.	17. Yes -	17. Yes -	17. We have through rates for this class of traffic with other companies.	-
18. Are the junctions considered as stations for this class of traffic?	18. All our junctions with other lines are situate at stations.	18. Yes -	18. Not always -	18. Yes -	18. The junctions are at stations in all cases.	18. Yes.	-
19. If not, state the exceptions	-	19. See reply 18 -	19. When accommodation not suitable for loading or unloading of goods.	-	-	19. None.	-
20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	-	20. Each company delivers at the junction of the other company. A wagon with more than two tons is sent through to destination of its contents.	20. The goods are re-booked at local rates, and waggons sent forward under railway clearing house regulations.	20. Goods booked to the most distant through station in either direction to destination, and thence re-booked.	20. Local charges are made to the junction stations, and goods are either passed by transshipment or sent by the company convenient for the companies.	20. If there is a ton weight or upwards, the wagon is passed on to the foreign company's line, then less than that quantity it is passed at the junction where the first charge becomes a "paid on," on the foreign line.	
CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.							
21. Have you any scale of charges applicable to contracts? If so—	21. No -	21. No -	21. No -	21. Neither -	21. -	21. None -	21. No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?				a. That all the traffic shall be sent by the contracting party, and settlements monthly.	a. No -	a. None.	
b. Or how otherwise?						b. None.	
22. Have you any special contracts independent of the foregoing scale of charges or conditions?	22. No -	22. No -	22. Special rates are made upon certain staple articles of transit, and on certain quantities of same.	22. Yes -	22. No -	22. None.	-

APPENDIX BL.

MEMORANDUM on the COAL TRADE of IRELAND.—By WILLIAM K. SULLIVAN, Ph. D., Professor of Chemistry to the Industrial Museum of Ireland.

AMONG the probable sources of a prospective increase of goods traffic upon Irish railways, coal undoubtedly holds the first rank. In order to determine the value of this source, or in other words to ascertain whether the use of coal in the interior of Ireland will so far increase as to materially affect railway traffic, we have to consider the following points. 1. What is the present coal importation into Ireland, and has it materially increased within the last 20 or 30 years? 2. What is the relative cost of peat and coal, and what probability is there of peat being largely used in manufactures? 3. What are the relative proportions of the coal consuming and peat consuming portions of Ireland? This subject has not attracted the attention it deserved, and consequently it is not easy to procure accurate statistics respecting some points of the inquiry; much however of what I shall give in this memorandum will be found to be based upon very accurate data not hitherto brought together.

In the year 1825 the amount of coal imported into Ireland was estimated to be 738,253 tons. The Irish Railway Commissioners estimated the import in 1835 to be 1,001,378 tons. According to a return made by the local officers of customs, and moved for at the end of the last session of parliament by Mr. Monsell, the importation in 1864 was 2,113,209 tons. The following table shows the quantities imported through the different ports in the years 1835 and 1864 respectively:—

EASTERN PORTS.*			
Name of Port.		Number of Tons of Coal and Coke imported in	
		1835.	1864.
Ardglass and Kinlough	- -	4,088	—
Arklow	- -	4,186	—
Balbriggan	- -	11,373	—
Ballycastle	- -	148	—
Belfast	- -	141,250	562,767
Coleraine and Portrush	- -	3,777	13,994
Cork	- -	115,614	264,199
Donaghadee	- -	5,186	—
Drogheda	- -	37,000	48,465
Dublin	- -	349,230	675,055
Dundalk	- -	25,363	72,066
Dungarvan	- -	9,877	—
Larne	- -	9,185	—
Londonderry	- -	13,966	—
Newcastle Creek	- -	2,987	—
Newry	- -	26,627	100,852
Ross	- -	24,550	25,670
Strangford	- -	13,133	40,503
Waterford	- -	64,630	120,014
Wexford	- -	29,000	45,010
Wicklow	- -	7,296	—
Total	- -	898,466	2,042,301

WESTERN PORTS.			
Ballina	- - - -	600	1,500
Ballyraine	- - - -	518	—
Ballyshannon	- - - -	1,225	—
Baltimore	- - - -	697	—
Bantry	- - - -	205	—
Berehaven	- - - -	2,066	—
Clare	- - - -	1,671	—
Donegal	- - - -	598	—
Galway	- - - -	4,879	9,499
Killala	- - - -	284	—
Kilrush	- - - -	88	—
Kinsale	- - - -	13,500	—
Limerick	- - - -	29,638	36,974
Skibbereen	- - - -	—	8,434
Sligo	- - - -	6,184	6,606
Tralee	- - - -	1,675	5,792
Westport	- - - -	2,533	2,103
Total	- -	66,379	70,908

The returns for 1864 are not as complete as those of 1835, as they do not include the small quantities imported through such small ports as Balbriggan, Bray, Youghal, &c. The total amount thus imported is however small, and though it would help to increase the quantity of coal now consumed compared with that used in 1835, it would not change the general conclusions deducible from the preceding table. Of those conclusions I shall only here mention one, namely; that while the import of coals through the eastern ports has more than doubled, and that with few exceptions the quantity imported through each port has considerably increased, the total quantity of coal imported through the western ports on the other hand has not much increased, and no marked increase has taken place in the import of any port.

The great increase in the consumption of coal which has taken place since 1835 is partly due to the increase of manufactures, but chiefly to the substitution of coal for peat. The increase has been more rapid within the last 15 years than in the period from 1835 to 1850; the substitution of coal for peat is to be attributed to the exhaustion of bogs in certain districts, and the diminution of population, and the consequent rise of the rate of wages in the districts supplied by the eastern ports. The substitution of coal for peat which the increase of the coal trade shows, proves that the cost of peat fuel must be as high as that of coal in the districts where the substitution has taken place. This brings me to the second point I have to consider; namely, the relative cost of coal and peat.

The coal used in Ireland is almost wholly derived from four districts, Scotland, Cumberland, Lancashire, and South Wales. The price of coal depends upon the locality from whence it is obtained, and upon its special quality.

Scotch steam coal can be imported into Dublin at from 10s. to 11s. per ton. Workington and other Cumberland steam coals of good quality cost from 12s. to 12s. 6d. The inferior qualities of South Wales coal could be imported at from 10s. 6d. to 12s. 6d. The best Whitehaven picked coal for domestic purposes may be imported at from 14s. to 14s. 6d.; and Wigan coal for 1s. more. The best picked South Wales coal costs about 16s. per ton, that being the contract price paid last year by one of the great railway companies. The prices in Cork and Waterford for South Wales coal are about the same. The railway company just alluded to paid only 3d. per ton less for the portion of their contract coal delivered at Cork. Three or four years ago this company paid only 14s. 6d. per ton for the same kind of coal for which they are now paying 16s. The freights are usually about 6s. to 6s. 6d. per ton from South Wales to Cork or Dublin; but when back freights of ore or other heavy goods can be regularly shipped to the coal exporting port, the freight per ton of coal, from, say Swansea to Waterford, is sometimes not more than 2s. 6d.

There being no coal wharves connected with the Irish railways, and the stations of the railways in Dublin, with one exception, being at a considerable distance from the quays, any coal sent by railway must be carted from the ships to the stations. This costs at least 1s. 6d. per ton. Two of the railway companies get their coal by canal to their coal depôts. The depôt of the Great Southern and Western Railway is about 1½ miles from their terminus; the cost by canal and a small branch line from the port to this depôt is, I am told, about 1s. 9d. per ton. We have therefore to add to the cost of the coal as delivered at the quays 1s. 6d. for cartage, and at least 6d. for loading at the station. The following table will afford an idea of the cost of a few of the different kinds of coal imported into Dublin, when carried to different railway stations in the interior of the country.

* I include under this head all ports along the northern, eastern, and southern coasts between the ports of Londonderry and Cork. Under "Western Ports" I include all the ports of the southern, western, and northern coasts west of Cork and Londonderry.

STATIONS.	Number of Miles from Dub- lin.	Carriage per Ton.	Rate per Ton per Mile.	Cost of Coal per Ton delivered at.			
				Best Welsh.	Inferior Welsh.	Scotch.	Workington Steam.
<i>Dublin, Wicklow, and Wexford Railway :—</i>		<i>s. d.</i>	<i>d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>
Ovoca - - - - -	43·25	4 3	1·17	1 2 3	0 18 9	0 17 3	0 18 9
Eniscorthy - - - - -	78·	6 3	0·96	1 4 3	1 0 9	0 19 3	1 0 9
<i>Dublin and Meath Railway :—</i>							
Kellessan - - - - -	24·	2 6	1·25	1 0 6	0 17 0	0 15 6	0 17 0
Kells - - - - -	39·75	5 0	1·5	1 3 0	0 19 6	0 18 0	0 19 6
<i>Great Southern and Western Railway :—</i>							
Sallins - - - - -	18·	2 9	1·83	1 0 9	0 17 3	0 15 9	0 17 3
Kildare - - - - -	30·	3 6	1·4	1 1 6	0 18 3	0 16 9	0 18 3
Athy - - - - -	44·75	3 9	1·0	1 1 9	0 18 6	0 17 0	0 18 6
Portarlinton - - - - -	41·50	4 3	1·22	1 2 3	0 19 0	0 17 6	0 19 0
Roscrea - - - - -	67·25	6 3	1·11	1 4 3	1 0 9	0 19 3	1 0 9
Thurles - - - - -	86·75	6 9	0·93	1 4 9	1 1 3	0 19 9	1 1 3
Clara - - - - -	65·	5 6	1·01	1 3 6	1 0 0	0 18 6	1 0 0
Nenagh - - - - -	96·50	7 6	0·93	1 5 6	1 2 0	1 0 6	1 2 0
Knocklong - - - - -	117·25	9 0	0·92	1 7 0	1 3 6	1 2 0	1 3 6
<i>Midland Great Western Railway :—</i>							
Maynooth - - - - -	15·	2 6	2·0	1 0 6	0 17 0	0 15 6	0 17 0
Mullingar - - - - -	50·25	4 2	1·0	1 2 2	0 18 8	0 17 2	0 18 8
Streamstown - - - - -	62·	4 9·5	0·92	1 2 9·5	0 19 3·5	0 17 9·5	0 19 3·5
Athlone - - - - -	78·25	6 6	0·99	1 4 6	1 1 0	0 19 6	1 0 0
Cavan - - - - -	85·25	6 5·5	0·90	1 4 5·5	1 0 11·5	0 19 5·5	1 0 11·5

I have given Knocklong as an example of very nearly the extreme distance that coal need to be carried by railway from a port in Ireland. As Knockling is only about 48 miles from Cork it would be supplied with coal from the nearer terminus.

The average rate per ton per mile charged upon the Irish railways appears to be somewhat above one penny. Taking it at one penny the minimum charges upon one ton of coal carried from the quays of Dublin to a station 50 miles distant amount to 6s. 2d. If there were a central station in Dublin connected with a proper coal wharf a saving of at least 1s. 6d. per ton would be effected; and if a reduction in the present rates of carriage on the railways to one half were made, the total saving in the carriage of coal to a station 50 miles from Dublin would be 3s. 7d. The following table will show approximately what the cost per ton of the principal kinds of coals imported into Dublin would be at stations 50 and 100 miles distant respectively from Dublin, supposing the existence of a central station and coal wharf, and the rate of carriage 0·5d. per ton per mile, including termini.

	50 Miles distant.		100 Miles distant.	
	s. d.	s. d.	s. d.	s. d.
Best picked Welsh coal	18 7		20 8	
Inferior Welsh Coal -	15 1		17 2	
Cheapest Welsh coal -	13 1		15 2	
Scotch steam coal -	12 7 to 13 7		14 8 to 15 8	
Workington steam coal -	14 7 to 15 7		16 8 to 17 2	
Best Whitehaven house coal.	16 7 to 17 1		18 8 to 19 2	
Wigan - - -	17 7 to 18 1		19 8 to 20 2	

These prices are to be looked upon only as approximations, and are exclusive of waste and importers' profit; they represent, in fact, the cost of coal to a manufacturer who directly imports at least a cargo, and are in all cases the prices actually paid during the last eighteen months. I know of at least one case where, under favourable conditions as to freight, and by a special arrangement with a railway company, the best Welsh coal has been imported into the interior of Ireland to a station about 70 miles from the port for 17s. 6d. per ton.

In order to determine the cost of peat or turf I shall have to make some brief observations on the different kinds of peat bogs found in Ireland and the different qualities of fuel obtained from each.

Peat bogs are found in every county of Ireland and are more or less used everywhere as sources of fuel. They may be divided into three categories,—1, the great flat bogs which lie in hollows of the central plain of Ireland, chiefly in the counties of Kildare, King's, Queen's, West Meath, Galway, &c.; 2, the mountain bogs, which covers

the flanks and table lands of all or nearly all the mountains; 3, isolated bogs, of more or less extent, scattered through the whole country. The central bogs are often very deep, being in parts from 36 to 40 feet deep, and yield peat of three kinds,—1, that from the upper layer, consisting of a light spongy mass, chiefly composed of moss, in which the vegetative structure is still more or less perfect, and the remains of heath and bog plants, and having, when air-dried, a specific gravity of about 0·300, but being sometimes as low as 0·220; 2, that from the middle layer, consisting of a more or less brown compact peat, in which the vegetable structure is more or less obliterated, and which, when air-dried, varies in density from about 0·400 at the upper part, to about 0·700 at the bottom, the average density being about 0·500; 3, that from the under layer resting on the marl, clay, or gravel, and consisting of black compact peat, in which the vegetable structure is almost obliterated, and varying in density from 0·700 to 0·950. Generally speaking, the mountain peat belongs to the black or dense brown varieties, and has a specific gravity of from 0·600 to 0·800 when air-dried. Here and there, however, deep bogs, containing light and brown peat like the flat central bogs, are found on the table lands and in parts of mountain valleys. The peat of the isolated bogs partakes of the character of both the central and mountain bogs. Some yield more or less light peat, but generally they yield good brown or black peat.

In the deep bogs all the turf is "slane-cut," that is, it is cut off a bank in the form of bricks. When fresh cut, the average brown peat contains from 80 to 85 per cent. of water; or, in other words, fresh cut turf contains from four-fifths to five-sixths of its weight of water. The amount of water in air-dried turf varies according to its quality, age, and how stored. Out of 27 specimens of peat of different kinds and from different localities, but all from the great flat bogs, I found the amount of water to vary from 16·39 per cent. to 19·70 per cent. in 10 specimens of old wall-dried peat, and from 20·32 to 29·73 per cent. in 15 specimens of average turf in use in the country. In one specimen of turf stored under cover for three years the amount of water was only 10·44 per cent., while in another used on the Shannon steamboats it amounted to 33·27 per cent.

A good deal of black peat of wet bogs is taken up as pulp and formed into bricks. This kind of turf is called "hand" turf, and is usually very dense (from 0·700 to 0·900 or even 1·000), and contains less water when well air-dried than "slane" turf. The usual percentage of water in such turf varies from 10 to 15. The average amount of water, however, in all the turf consumed in Ireland may be taken at from 20 to 25 per cent.

The small isolated black bogs are rapidly disappearing, and in any case could not give rise to a large and steady production of fuel. It is only to the great flat bogs and to a few well situated mountain bogs that we can look for a supply of fuel to compete with coal. In estimating

the cost of turf, we must accordingly base our calculations upon data obtained during operations conducted upon the flat bogs. Considering the importance of the method, it seems strange that no trustworthy estimate of the cost of producing peat in Ireland has been published, at least so far as I know. All the statements I have seen are mere guesses, and not based upon actual results. Turf being sold by measure and not by weight, the cost must necessarily vary very much, not merely on account of the price of labour, the distance carried, the scarcity or abundance of bog in the district, &c., but also and especially on account of the variation in density of turf cut even on the same bog. This is no doubt the reason why no one has undertaken the task of directly determining the cost of peat.

A few years ago I had an opportunity of determining on a great scale the relation between the volume and weight of different qualities of peat, and the cost of cutting and stacking it on the bog. The bog upon which the experiments were made was one of the deep flat bogs of the central plain. The following table contains the average results of these experiments :

	Number of Cubic Feet of air-dried Turf to a Ton.	Price of cutting and thrashing per Ton.
		s. d.
Lightest upper moss peat weighed	369·60	7 8·4
Average light moss peat -	254·20	5 4·5
Average brown peat -	147·00	3 7·5
Compact black peat -	131·28	2 9·
Densest peat weighed :	99·36	2 0·84

In measuring the peat a basket locally termed a "kish," of 24 cubic feet was used, the labourers being paid at the rate of so much per kish of stacked air-dried turf. Great care was taken in filling the kish so as to make it contain the same number of bricks or "sods" as would be in 24 cubic feet of a well built turf stack.

As the greatest part of the peat of the flats, and indeed of all the large bogs in Ireland available for fuel, would come under the category of "brown" peat, it may be well to give the results of two weighings, one of average upper brown turf, and the other of lower or compact brown turf. The following table contains the results :—

Quality of Turf.	Quantity of Turf weighed.	Number of Cubic Feet which it measured.	Average Number of Cubic Feet to a Ton.	Actual average Price per Ton for cutting and stacking.
	Tons.			s. d.
Average upper brown turf.	426	80,310	188	3 11
Moderately compact lower brown turf.	338	52,644	155·5	3 2·8

The average cost of about 4,000 tons of peat of all qualities cut, dried, stacked, and delivered on the margin of the bog, exclusive of the rent of the bog and some large drainage operations, was about 5s.

The peat or turf generally used throughout Ireland has not in practice more than one-third the heating power of good Workington or second quality Welsh coal. Some of the better qualities of peat would have a higher heating power, about 2½ tons to one ton of the same class of coal, but as usually consumed the actual heating power of almost any peat cannot be estimated at more than one-third ordinary coal. Taking the average brown peat of 147 cubic feet of stacked turf to the ton as the standard, the quantity of turf equivalent to one ton of coal would cost according to my estimate, given alone, 10s. 10·5d. But if we take the average price of all the turf cut upon the bog, the equivalent of one ton of coal delivered on the margin of the bog would be 15s. The experiments were made when wages were comparatively low, and under circumstances which enabled the workmen to work continuously, and in either case the cost of drainage and rent of bog were not included. It is right, however, to remark that as a bog is drained the cost of cutting diminishes and the quality improves; so also does the cost diminish and the quality improve as the upper layers of the bog are cut away.

There can be no doubt, then, that on the margin of a good deep bog the quantity of turf equivalent in heating power to one ton of coal could be obtained at a cost very much less than that at which it is likely we could ever hope to import coal. I think I may assume that under proper management, the turf equivalent of one ton of steam coal could be obtained for 10s. or even less, perhaps as low as 8s. So that if certain branches of manufacture were carried on near the margins of our deep bogs they could obtain their fuel on as economical conditions as in most parts of Great Britain. But those economical conditions cease when the turf has to be transported to a distance. As piled or stacked ordinary turf has very little more than one-third the density of coal, while it has only about one-third its heating power, it follows that the turf equivalent of one ton of good steam coal occupies nearly nine times the volume of the latter, and would consequently cost at least three times as much in carriage, even supposing that properly constructed carts capable of carrying the turf equivalent of a load of coal were employed. In practice the cost of carriage is much more.

The variation in the quality of turf which I have pointed out above has hitherto prevented farmers from determining the real cost of their fuel. If there be a peat bog on a farm and that the farmer uses the labour of himself and of his children, when not otherwise engaged in summer, in cutting turf, he will consider that his peat costs him nothing. The farmer who has not peat bog on his farm and buys his supply, carts it home himself, and as very few keep accurate accounts, he does not add the cost of his own or his horse's labour to the cost of the turf at the bog. It thus happens that many farmers continue to burn turf under the impression that it is cheaper than coal. But as the supply derived from the isolated bogs diminishes (and it is now rapidly doing so) and wages rise, farmers will soon find that unless on the margin of bogs or in very remote districts turf is dearer than coal, and the latter will be gradually substituted for the former. This substitution would be very rapid if the agriculture of the country generally improved, and this would do so, if the land laws and social relations between landlords and tenants were improved.

If any cheap effective process could be devised for compressing peat it might no doubt continue to be largely used, and form the basis of considerable inland traffic. The structure of peat, however, offers almost insurmountable difficulties in the way of its economical compression. And no matter how compressed it may be its heating power is not much increased, so that the volume of the equivalent of one ton of coal of compressed turf would still be three or four times greater than that of coal. I have not yet seen any compressed peat produced at a cost which would enable it to compete with peat cut by the ordinary method. The problem to be solved in the compression of peat is not the production of a fancy article, but of one which can compete economically with coal, and in this sense it has not in my opinion been yet solved.

I think the legitimate conclusions deducible from the preceding facts, are—1. That the cost of turf delivered on the margin of bogs is less than that of the equivalent of coal, even under the most favourable circumstances. 2. That the cost of carriage of peat is so much higher than that of coal that the difference in favour of the former on the margin of the bogs is more than counterbalanced at even short distances from them, and that consequently, unless the country becomes waste, coal must generally supersede turf in the greater part of the country where the latter is still exclusively used, according as the population diminishes and wages rise.

I have next to consider what portions of the country use peat more or less exclusively, and the relative population, or rather the relative number of houses in the coal and peat consuming districts.

It is not easy to determine accurately the relative extent of the districts using coal and peat, because some peat is used in many coal importing localities, while a good deal of coal finds its way into the interior. Coal is chiefly used in the greater part of Londonderry, part of Tyrone, part of Antrim, Belfast, in most parts of Down, Armagh, Louth, Meath in part, Dublin (county and city), part of Wicklow, part of Wexford, City of Waterford, part of the county Waterford, City of Cork, part of the East Riding of the County of Cork, and here and there in the West Riding of the same county, the City of Limerick in part, and some districts of the county of Limerick. A part of the coal imported into the eastern ports finds its way along the canals, navigable rivers, and railways into the inland counties. From 60,000 to 80,000 tons of Irish coal are also used in the counties of Kilkenny, Queen's, Tipperary, Cork

Leitrim, Tyrone, &c. Turf is chiefly employed in the counties of Donegal, part of Tyrone, Fermanagh, Cavan, Longford, West Meath, Kildare, King's, Queen's, Leitrim, Roscommon, Sligo, Mayo, Galway, Clare, Kerry; part of Limerick, Tipperary, Carlow, Kilkenny in part, West Riding of Cork, and some districts of the East Riding; great part of Waterford, part of Wicklow, part of Antrim, part of East Meath, and part of Wexford. It is scarcely necessary to remark that in the neighbourhood of all considerable ports, and along the lines of canals and railways, as I have above observed, a little coal is always used in most of the turf-burning districts. If we take the number of inhabited houses in Ireland at 1,000,000 (according to the census of 1861 the number in that year was 998,835), about 450,000 burn coal, and 550,000 burn peat. These numbers are of course only approximative; I think, however, that the number of coal-consuming houses would be found by absolute enumeration to be a maximum.

Having now considered as fully as I was able the three points, upon the study of which I rested the determination of whether coal traffic could be looked upon as a source of future goods traffic upon Irish railways, it only remains for me to show the probable increase in the importation of coal which would follow a more or less complete substitution of coal for peat, and what probability there is that this increased quantity would be carried into the interior, and to the West of Ireland by the railways.

The poorest cottier would require 15 cwt. of coal per annum; a single fire used for cooking for a small family and warming sufficiently an apartment would consume at least 23 cwt. of average coal. Considering that in large towns several families live in the same house, and that people of moderate income keep at least two fires, we may fairly assume that the minimum average consumption of coal for each house, exclusive of lime burning, malting, gas making, railways, steam boilers, &c., would be 1 ton 10 cwt. per annum. So that if coal were to completely supersede turf for domestic purposes, 825,000 tons of coal would have to be imported in addition to our present import. This, as I have said above, would be the minimum, and as the substitution of coal for peat would naturally first take place in the better classes of houses, where the consumption would be far more than the average, I have no doubt that the importation of coal will in the next ten years, if the country does not become waste, increase by at least 1,000,000 tons in consequence of the substitution of coal for peat, and the introduction of gas lighting into many towns. This is independent of any increase due to the development of manufacturing industry, and is based upon the supposition that the rates of carriage be reduced to the extent I have assumed in my calculation. If the country were really to become prosperous, and that the linen and other manufactures spread to the midland and southern counties the total import would soon reach 5,000,000 tons. But as the factories would in the first instance be chiefly established in the neighbourhood of ports, the increase due to manufacturing industry would not be directly beneficial to the railways.

From the table (p. 2) of the imports of coal into Ireland, it appears, as I have before remarked, that while the quantity imported into the eastern ports has more than doubled, that brought in by the western ports has only very slightly increased. It is also evident from that table that there is a tendency in the coal trade to concentrate in a few ports, or in other words, that the quantities imported through certain ports increase in a greater ratio than through others. Thus in 1835 the three ports of Cork, Dublin, and Belfast imported 605,864 tons, or 60·5 per cent. of the whole importation. In 1864 the same ports imported 1,502,021 tons, or 71 per cent. of the whole importation. In 1835 the following eight principal eastern ports, Cork, Waterford, Dublin, Drogheda, Dundalk, Newry, Belfast, and Londonderry imported 773,450 tons, and in 1864 1,917,124 tons, or 77·2 and 90·7 per cent. of the whole importation in each year respectively.

This concentration would become still more marked if the railways in Dublin, Cork, Belfast, and other principal ports had central railway stations connected with coal wharves. Even as it is we can see that the gradually spreading use of coal is proceeding westwards from the eastern ports, and that the limited quantities brought in through the western ports may be looked upon as the return cargoes of vessels carrying corn and other produce from the west of Ireland. The following table shows in a striking way the difference between the coal trade of the great eastern ports and the western ones.

TOTAL NUMBER OF COLLIERIES ENTERING THE IRISH PORTS during 1864; NUMBER CLEARING WITH CARGOES; and NUMBER CLEARING IN BALLAST.

EASTERN PORTS.

Names of Ports.	Number clearing with Cargoes.	Number clearing in Ballast.	Total Number of Colliers.
Belfast - - -	784	3,815	4,599
Coleraine and Portrush -	28	133	161
Cork - - -	462	990	1,452
Drogheda - - -	43	327	370
Dublin - - -	789	3,159	3,948
Dundalk - - -	37	580	617
Londonderry - - -	155	393	548
Newry - - -	261	660	621
Ross - - -	121	96	217
Strangford - - -	66	383	449
Waterford - - -	686	152	838
Wexford - - -	348	154	502
	3,780	10,842	14,622

WESTERN PORTS.

Ballina - - -	14	1	15
Galway - - -	41	7	48
Limerick - - -	157	23	180
Skibbereen - - -	31	42	73
Sligo - - -	36	41	77
Tralee - - -	18	30	48
Westport - - -	*24	-	24
	321	144	465

From this table it appears that while only 25·3 per cent. of the vessels clear with cargoes from the eastern ports, 69·0 per cent. clear from the western ports. It is true the total number of vessels entering the western ports is small in comparison with the number entering the eastern ones, and that as the coal trade increases, the number of vessels clearing in ballast must necessarily increase. Nevertheless it is evident that the freights for coal to the western ports must be greatly influenced by the chance of returned cargoes, and that any great increase of coal trade through those ports would send up the freights, as there would not be a corresponding increase of export trade. If reduced rates, central stations, and coal wharves facilitate the carriage of coal to the west of Ireland, there can be no doubt that a large part, at least 40,000 tons, of the produce exported through the western ports would find its way by railway to the eastern ports.

I shall take the carriage of coal along the Great Southern and Western Railway with branches as the basis upon which to calculate the receipts of an increased coal trade of 1,000,000 tons, because that system of lines passes through an agricultural district having little or no manufactures, and therefore representing the part of Ireland in which the substitution of coal for peat is expected to take place better than a northern line. The carriage of coal as goods commenced in 1848 with 70 tons, and reached 49,392 tons in 1864, producing a revenue of 9,318*l.*, or an average of 3*s.* 9·2*d.* per ton. At 1*d.* per ton per mile this would give the average distance to which the coal was carried to be 45 miles, but as the table at p. 3 shows that the rate per ton per mile for distances under 50 miles is sensibly more than 1*d.*, the mean distance carried was perhaps not much over 40 miles. If we assume the rates for coal to be reduced to an uniform rate of ½*d.* per ton per mile, carried on an average 50 miles, which would be much below the truth if the whole of the coal to be consumed in the midland and western parts of Ireland were to be imported through the eastern ports, 1,000,000 tons of coal would produce an annual revenue of 104,166*l.* This, however, would not be the whole profit, as ores and other goods, not now carried at all, might be brought back in the returning coal waggons.

If a great coal trade is to be developed in Ireland, depôts must be formed along the lines so as to enable the trains to carry full loads and to import the coal at the most favourable times; but I shall not discuss this branch of the subject here.

* The Parliamentary return only gives the total number of colliers but I have learned that all are cleared with cargoes.

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